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FOUNDED 1861 六拜禮 號六廿月四英港香 SATURDAY APRIL 26, 1924 日三十式月三

OFFICERS AND PIRACY.

Death and Disablement Grants by Government.

COMPANIES ALSO INSURING STAFFS.

In view of the contention urged by officers of ships on the Hongkong register that, although ordered to defend to the uttermost their ships against piratical attacks there is no provision for compensation in the event of death or disablement, it will be learned with much interest that the Government has now decided to make grants.

The Government's intention is announced in the Government Gazette circulated to-day, the announcement reading:—

"It is hereby notified for general information that grants will be made by Government in the event of the death or disablement of officers of ships on the Hongkong register by reason of piratical attacks, provided that in no case will a grant be made unless Government is satisfied that the Piracy Regulations have been properly observed."

"In the event of death the equivalent of two years actual pay will be credited to the estate of the deceased, and in case of disablement an allowance equivalent to the actual rate of wages of the injured officer will be paid so long as he is certified by a Government Medical Officer to be unfit to perform his duties, up to a maximum period of one year."

"This undertaking on the part of Government is not intended to relieve Shipping Companies of their responsibility in the matter of the insurance of their officers but is intended to supplement such arrangements as may be made by the Companies."

The qualification that "in no case will a grant be made unless Government is satisfied that the Piracy Regulations have been properly observed" is likely, we

imagine, to be the only doubtful point in the announcement because officers have been consistently maintaining that it is practically impossible to carry out all the Regulations. But the Government's announcement otherwise will come as a pleasant item of news for officers, who all along have been contending that it is not fair to ask them to defend their ships and so risk life and limb without some provision of death or disablement grants.

COMPANIES ALSO TAKE ACTION.

We also learn that several local shipping companies are now taking out policies on behalf of officers, whereby the following benefits are given: \$10,000 in the event of death; \$10,000 for the loss of both hands and feet or the loss of one hand and foot; \$10,000 for the loss of the sight of both eyes; \$5,000 for the loss of one eye; \$5,000 for the loss of either one hand or one foot; \$1,000 per year for ten years in the event of permanent and total disablement; \$50 per week for not more than 52 weeks in the event of temporary total disablement.

The policies come under the category of "accident risks" and the premiums are \$100 per year for each officer so insured—an amount sufficiently small to induce all companies to follow the lead of those who have already taken action.

In addition to the above, the companies have insured the personal effects of officers for \$1,000, so that should an officer have his property stolen during a piratical raid on the ship he will be reimbursed for his losses up to \$1,000.

STOWAWAYS.

HONGKONG LAW TO BE AMENDED.

The Gazette contains the Draft of an Ordinance to amend the law relating to stowaways.

It is explained that Section 3 of the Stowaways Ordinance, 1903, is difficult to construe. The first difficulty is in the wording of the first part of the section, i.e., "Every person found on board with intent." Stowaways are often not found until the ship has left our waters, and we cannot legislate for events outside our waters. The word "found" was discussed in Moran v. Jones (1911) 104 L.T. Rep. 921, and it was said in one of the judgments that the offence in such a case requires two elements, (1) the being upon premises, and (2) the being found there. It is therefore arguable that a stowaway who is not found until after the ship has left the waters of the Colony has committed no offence against this part of the section.

The second difficulty is on the second part of the section. The words "Every person arriving in this Colony on board any ship who has obtained a passage therein" are wide enough to cover a case of a man who stows away on a Chilean ship intending to go from Valparaiso to Santiago but who is brought on to Hongkong against his will because the ship does not call at Santiago. It can scarcely have been intended to make such an act criminal by our law. The natural meaning of the words therefore appears to be too wide, but there is no clue in the section as to how they are to be restricted. The first difficulty is dealt with in the Bill by making it an offence to be on the ship with intent. The element of finding is therefore eliminated. Clause 4 of the bill provides that if a person is found on board a ship between Hongkong and the next port of call it shall, unless he can prove the owner's consent, be presumed that he was on board the ship in Hongkong with intent to obtain a passage without the consent of the owner.

The second difficulty is dealt with in the Bill in paragraph (2) of clause 3 and in clause 5. The effect of this provision is that an offence against the Ordinance is committed by any person who arrives in Hongkong having stowed away in the ship elsewhere, provided that he was voluntarily on board at some part of the voyage between the last port of call and Hongkong. It is submitted that this legislation is not ultra vires. To stow away outside the Colony is not made any offence. What is prohibited is the arrival of such a person in the Colony. It is obviously undesirable that persons of this class should land here, or have the opportunity of landing here, because they often become a charge on the Colony, and in other cases they tend to swell the criminal population.

THE UNIVERSITY.

MEDICAL SOCIETY'S ANNUAL DINNER.

The annual dinner of the Hongkong University Medical Society was held last night at the Hongkong Hotel and proved a most successful function. Some 70 members and guests sat down under the chairmanship of Mr. W. W. Hornell, M.A., the Vice-Chancellor, who was supported by Prof. Digby, F.R.C.S., Dr. J. B. Addison, P.O.M.O., Prof. John Anderson, M.D., and others.

After the usual loyal toasts, Prof. Anderson proposed "Our Guests," and in so doing struck the cheerful keynote of the evening. Whilst paying a high and well-deserved tribute to the earnestness of the students, he pointed out that it was advisable not to neglect the lighter side of life. "Don't take life too seriously," he said, "because you will never get out of it alive, anyway." He proceeded to quote the famous couplet:—

"He who loves neither wine, women or song, Will not learn much and won't live long."

but his neat paraphrase of this was even more directly to the point:—

"He who loves neither wine, women nor music, Will succeed in curing only very few sick."

Reply was made by Dr. Addison, who paid a graceful compliment to the lady students of the University.

The toast of "The Profession of Medicine" was proposed by the Vice-Chancellor in an extremely felicitous speech. Response was made by Surg.-Capt. Burniston, Dr. Arthur W. Wood, Prof. C. Y. Wang, M.D., Mr. K. C. Yao and Prof. K. H. Digby.

Dr. Woo made an eloquent plea for loyal local support of the Hongkong Chinese Medical Association, whilst Prof. Wang pointed out the fundamental identity of the two Associations—the Hongkong Chinese Medical Association and the National Medical Association of China.

Mr. Yeo, a student, in an unusually eloquent speech, paid high testimony to Hongkong as a radiating centre of culture and medical science, whilst Prof. Digby concluded the proceedings by an able summary of preceding speakers' remarks.

During the evening, which proved to be successful in every way, Prof. Gonzales contributed violin solos. The arrangements were in the capable hands of the organising secretary.

NO SOLDIERS BONUS?

Washington, April 25. It is stated that President Coolidge considers quite logical and sound Mr. Borah's declarations in the Senate opposing the enactment of the soldiers' bonus legislation. —*Reuter's American Service.*

RECENT COLLISION.

DAMAGED VESSEL TO BE DOCKED.

We learn that the s.s. Le Fila de Paul Dourior, which recently came into collision with the s.s. Paul Beau on the Canton River, is still in harbour. There is some question pending as to who is responsible for insurance, and at the moment telegraphic information from Haiphong on the subject is being awaited. When this has been received, the vessel will go into dock at Taikoo.

No news has yet been received from the Taikoo salvage party at present working on the s.s. Paul Beau.

MOTOR CYCLE FATALITY.

CHINESE YOUTH KILLED.

An accident occurring when a motor cycle rounded a corner on the Island Road between Repulse Bay and Stanley yesterday resulted in the death of a Chinese youth, Wong Yick-long, living at No. 48 Bonham Road, who was riding on the pillion seat.

The deceased's brother, Wong Lam-wai, was driving the machine, and a stretch of loose sand at this spot caused it to skid. The deceased was thrown on the ground, receiving injuries which eventually proved fatal after removal to Hospital.

EMPIRE EXHIBITION.

HONGKONG SECTION VERY POPULAR.

In reply to the local Committee's telegram, the following cable has been received from Mr. C. H. P. Hay, Secretary of the London Committee of the Hongkong Section of the British Empire Exhibition:—

"Thanks telegram. Wonderful opening. Hongkong section decidedly popular."

Dr. Montague Harston, Vice President of the St. George's Society, Hongkong, has received the following reply to his congratulatory cable sent on St. George's Day to Mr. H. W. Bird, President of the Society, who is at present in London as one of the Hongkong Commissioners to the Exhibition:—

"Harston, Hongkong.—Many thanks for congratulations. Opening ceremony brilliant success. Hongkong holds its own.—Bird."

SHIPYARD ARBITRATION.

Hopes of Averting Trouble.

London, April 25. There is ground for hope that a serious industrial dispute will be averted on account of the shipyard unions agreeing to the employers' invitation to submit to arbitration the national claim for an advance of ten shillings a week, as well as the Southampton local claims. —*Reuter.*

GERMAN INTRIGUE MUST GO.

Berlin, April 25. The Allied Ambassadors have jointly requested Germany to put an end to the secret societies, contrary to the Peace Treaty and threatening the safety of the occupying force. —*Reuter.*

AMERICAN PEACE CONFERENCE.

Washington, April 25. The United States have invited participation by Costa Rica, Salvador, Nicaragua and Guatemala in a conference at Annapolis to discuss peace in Honduras. —*Reuter's American Service.*

AN ALPHABET OF HONGKONG



A IS THE AMAH
 She's Really Worth Knowing
 Three Different Species—
 "Wash", "Baby" and "Sowing."

FOR ST. DUNSTAN'S.

LAST NIGHT'S BALL.

Several hundred people were present at the Ball given in aid of St. Dunstan's Home for the Blind at the City Hall last night, amongst those present being His Excellency the Governor, Lady Stubbs (under whose patronage the function was held), Hon. Sir Claude S. S. S. and many other prominent residents. The main staircase leading to the upper floor was flanked with an effective display of bunting and greenery and at the head an effective representation was made of the main theme of the function; a Tommy with bandaged eyes sitting on the battlefield with the reminder: "One of the many to whom help is due." St. George's and St. Andrew's Halls were utilised for dancing, being very tastefully decorated with flags and pot plants. A raised dais was erected for His Excellency's party, and the bandstand was located at the corner between the two Halls. Refreshment rooms opened on one side of the floor and for those who needed other diversions besides dancing a bar and card-rooms were provided. There was a large crowd present when the programme opened, and as the evening wore on the number was largely increased. Fully five hundred people must have been present, and, with the support lent by others who purchased tickets but did not attend, and the good business done in the refreshment departments, a creditable sum must have realised. It was a convivial gathering that danced until the small hours of the morning, and the close of the function left the organisers fully satisfied with the results which had attended their efforts.

Thanks are due to the practical and sympathetic aid rendered by the Kowloon Dock Company, ably represented by Mr. A. Kolth, as well as by the Commodore, the Harbour Master and the Superintendent of the Botanical and Forestry Department in connection with the decorations, and to those residents whose labour of love given to the organisation of the Ball was responsible for its signal success.

The dance programme was as follows:—

- 1.—Fox Trot No No Nora.
- 2.—Fox Trot Mobile Blues.
- 3.—Fox Trot Parade of the Wooden Soldiers.
- 4.—Waltz A Kiss in the Dark.
- 5.—Fox Trot Havana.
- 6.—Fox Trot Sawmill River Road.
- 7.—Fox Trot Last Night on the Back Porch.
- 8.—Fox Trot Before you go.
- 9.—Fox Trot Sweet Sweet.
- 10.—Waltz Lovely Lucy.
- 11.—Fox Trot Coronado.
- 12.—Fox Trot Bohemian Rhapsody.
- 13.—Fox Trot Marching On.
- 14.—Waltz Just a Little.
- 15.—Fox Trot Japanese.

DIFFICULT TASK.

PRESIDENT COOLIDGE AS PEACEMAKER.

To Placate Both Sides.

Washington, April 25. President Coolidge is attempting to make an arrangement in respect of the exclusion of Japanese, which will satisfy those in favour of restriction and simultaneously avoid affronting Japan. —*Reuter's American Service.*

Washington, April 25. The arrangement under consideration in respect of the exclusion of Japanese, which is the outcome of Mr. Coolidge's recent conference with State Department officials, would permit the President to sign the Bill. It is reported that he is considerably disturbed regarding the Bill, which some of his advisers have urged him to veto. —*Reuter's American Service.*

AEROPLANE MISSING.

No Hope of Rescue.

The Hague, April 25. An aeroplane belonging to the Royal Dutch Air Service left England for Holland yesterday evening with two Dutch passengers, and is missing.

Three naval aeroplanes and a torpedo boat are searching. The company announce there is no hope of rescuing the pilot and passengers alive. —*Reuter.*

AMERICAN CREDIT FOR GERMANY.

New York, April 25.

The International Acceptance Bank announces the establishment of an American banking syndicate for granting the new German gold bank unrestricted credit facilities. It is expected that those will lead to the reopening of channels of the trade with Germany. An initial advance of five million dollars will be made. —*Reuter's American Service.*

DEATH OF U.S. POLITICAL BOSS.

New York, April 25.

The death has occurred of Mr. Charles F. Murphy, successor to Mr. Croker as leader of Tammany Hall. —*Reuter.*

PARIS TO TOKYO.

FRENCH AIRMAN'S SPECTACULAR FLIGHT.

(Reuter's Service.)

Paris, April 25. A spectacular flight has been accomplished by the famous French "Ace" Doisy, who, totally without preparation, set out with the object of flying to the furthest European capital possible without alighting.

He reached Bukharest, a distance of 1,250 miles, in eleven hours, under bad atmospheric conditions. Doisy is now continuing the flight to Tokyo.

IRELAND ADOPTS PROTECTION.

BOTTLES AND BOOTS TO BE TAXED.

London, April 25. The Irish Free State Finance Minister, introducing the Budget in the Dail, announced the adoption of a protective tariff on imported bottles, boots, confectionery, and motor bodies.

The tea duty has been decreased by three pence per pound. The new taxes include three and three fifths pence a pound on sugar, sixpence on cocoa, and ten per cent. on soap and candles.

EARLIER TELEGRAMS.

MORE RUSSIAN TRUCULENCE.

Moscow, April 25. The All-Russian Council of Trades Unions has issued a protest against the British bankers' memorandum, and declares that Russia cannot recognise the debts of the Tsarist and Kerensky Governments, which degrade Russians to the level of coolies.

They state: "If England gives us credits, we shall repay a moderate percentage, but private property will never be returned to foreign owners. We shall forbid commercial negotiations between British bankers and private Russian capitalists."

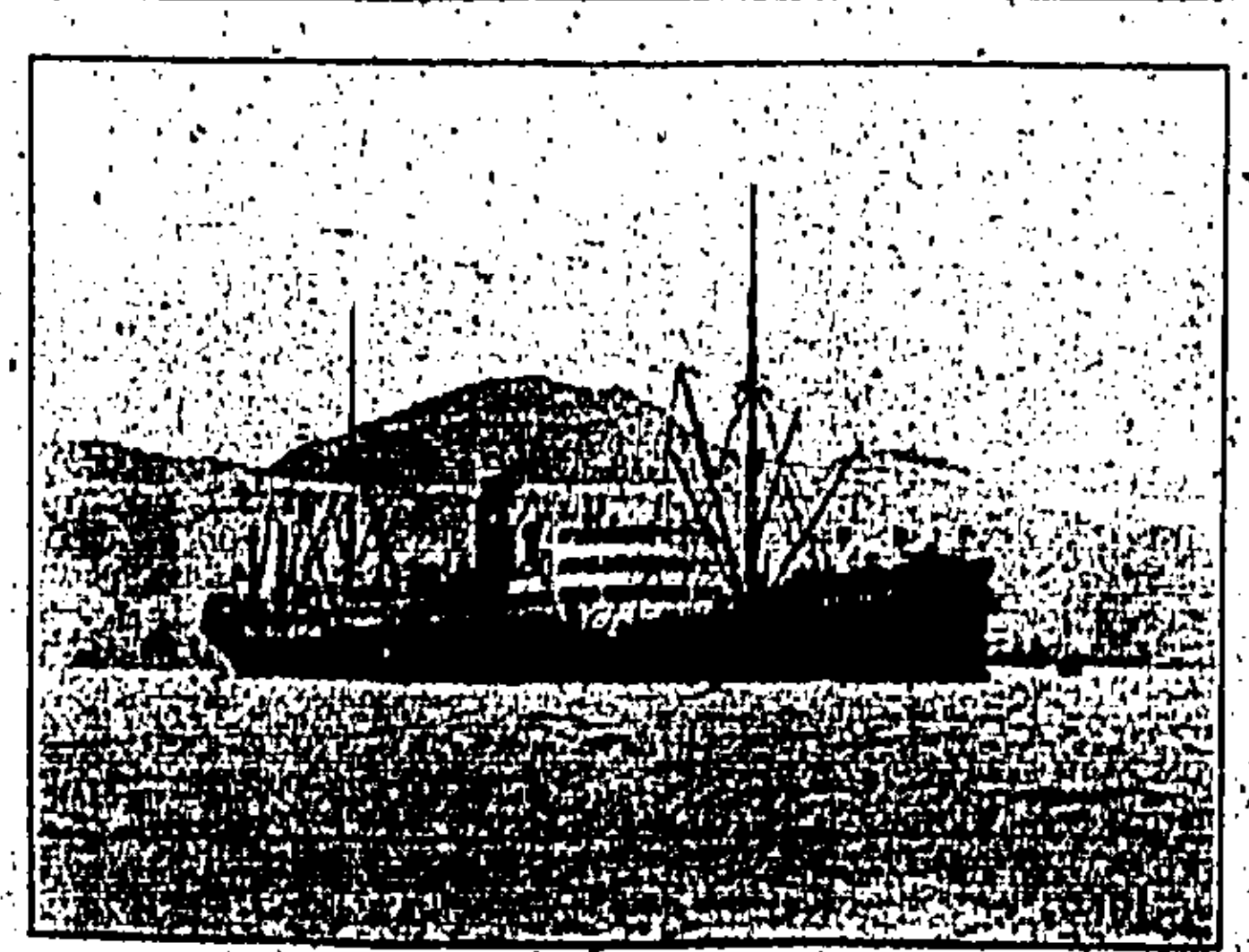
The above represents the extremist feeling, and is not necessarily the opinion of the Government. —*Reuter.*

London, April 25. The Russian Charge d'Affaires in London emphasises that the protest of the Council of Trade Unions must not be regarded as official, although it contains some points according to the views of the Government, but does not represent the policy of the Soviet in other respects.

Rakovsky states that hitherto, negotiations in London have gone very well, and good will has been shown. There has been no serious difference of opinion, and he believes that definite results on some questions may be reached next week.

It is not intended to postpone the settlement of individual points until a general settlement has been reached, but to conclude all agreements as arrived at. —*Reuter.*

DAMAGED GERMAN SHIP.



Above is the German steamer R. C. Rickmers which was recently beached at Yamat after having struck rocks whilst avoiding trading junk near Lyeomoon Pass. She is still discharging her cargo at the Kowloon wharves and will probably be towed to Taikoo Dock for examination and repairs. Photo is by Ming Yuen.

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SAVED BY A GOOD ACT.

FERRY PIRACY RECALLED.

A belated report concerning the
providential escape of a shop-
keeper who went ashore from the
ferry at the eleventh hour, to do
a good act, before the Kwong Shun
left Shumshui in the ill-fated trip
recently, is creating considerable
interest in Chinese circles by reason
of the moral aspect of the incident.
The passenger in question is the
master of a rice shop at Queen's
Road East.

Thinking that his domestic
felicity would be incomplete with-
out a son, which, it may be stated,
reflects the outlook of the average
Chinese married man, of means,
the shop-keeper decided to
augment his household by a
concubine. Through the assist-
ance of a go-between, a *mai-tai*
or servant girl, of Shumshui, was
secured, and in due course the
shop-keeper paid the first instal-
ment of the *lai-see*, or gift money,
which would entitle him to claim
the young damsel as concubine.

On the day of the piracy of the
Kwong Shun, according to the
story, the arrangements were to be
concluded, the shop-keeper going
over to Shumshui to pay the
balance of the *lai-see*. Following
the usual custom associated with
the marriage of servant girls as
concubines, the girl "pledged her
troth" on the arrival of her
intended husband by offering him
a cup of tea and personally
receiving the money. The cere-
mony was brought to an abrupt
end by the girl suddenly bursting
into tears. The surprised mistress
promptly demanded an explanation,
which showed that the girl's sudden
distress was caused by the remark-
able facial resemblance between the
rice merchant and her deceased
father, who, she said, was an
official in the Manchurian regime.

The girl then related the
circumstances that reduced her to
the ranks of *mai-tai*.
Disappointed, the merchant
left without going further into the
matter, and took his way to the
ferry wharf. While regretting the
turn his affairs had taken,
he was touched by the pathetic
story of the *mai-tai*, and in the
midst of his cogitation aboard the
ferry the idea flashed into his mind
that he might use the money
intended as *lai-see* to secure the
freedom of the girl, and then adopt
her as daughter, their ages being
consonant with that course. No
sooner had he made up his mind
than he stepped ashore, and,
thus, escaped the experience
which befell the other pas-
sengers.

U. S. R. C. ANNUAL MEETING.

COL. BUTTERWORTH THE
NEW PRESIDENT

Commodore Grace presided
yesterday at the annual meet-
ing of the United Services Recreation
Club.

The report and accounts showed
a satisfactory state of the club's
affairs, and on the proposal of Col.
Butterworth were adopted.

Commodore Grace proposed that
Col. Butterworth be elected pre-
sident for the ensuing year, and
this was unanimously agreed to.

The following officers were then
elected: Hon. Secy: Capt. G. A.
Clements. Committee: Pay: Lt.
Hargreaves, Eng. Comdr. Bennett,
Major Greenwood, Capt. Hayes
Newington, Major Hyland, Major
Hingston, Capt. Bennett, Mr. T.
F. Clinton and Mr. R. E. Lindell.
Messrs. Percy Smith, Seth and
Fleming were re-elected auditors.

HOME FOOTBALL.

London, April 25.—In the Scottish
League, First Division, Hamilton
defeated Hibernians by 2 goals to 1.
—Reuter.

CRICKET.

R. A. INTER-COMPANY CUP.

The final for the above cup was
played on the I.R.C. ground at
Sookimpo, on Thursday. The
match was not productive of
exceptional cricket, but was keenly
contested throughout. The low
scoring was due to the keen display
between the two teams. 88 Com-
pany winning the toss, batted first.

L/Sergt. Gifford made a useful
score of 52, but the team were all
out for 80. Battery Sergeant Major Page and
Sergt. Bell opened the batting
for 83 Company, 61 runs being
made before Bell was bowled by
Gifford. Eighty-one runs were on the
board for 7 wickets, when Page was
bowled, having scored 51. At this
period it appeared a sure win for
83 Company. Excitement was
high when two further wickets fell
for one run, and it appeared that
88 Company was going to retain
the Cup. Four runs were required
when the last men went in, and
these were hit off amid great
excitement.

The cup was presented to the
winners by Mrs. A. L. Cruickshank,
to whom three hearty cheers were
accorded.—Scores:

83 Company R. G. A.	
B. S. M. Page, b Gifford.....	51
Sergt. Bell, b Gifford.....	15
Lieut. Smith, c Hall, b Gifford.....	0
Sergt. Smith, l.b.w. b Gifford.....	0
Gnr. Nicklin, b Gifford.....	1
Sergt. West, b Hall.....	6
Mr. Gr. Rough, c Benseley, b.....	8
Hall.....	0
Gnr. Harle, c Lewis, b Gifford.....	0
Gnr. Barrington, b Hall.....	1
Bdr. Jackson, b Hall.....	12
Gnr. Christie, not out.....	4
Extras.....	1
Total.....	90

Bowling Analysis:—	
	O. M. R. W.
Gifford.....	14 1 33 7
Hall.....	9 0 28 3
Vicars.....	4 0 23 0
Dyer.....	1 0 15 0

88 Company R. G. A.	
Gnr. Lewis, b Rough.....	5
Lieut. Hall, b Smith.....	9
Capt. Benseley, b Smith.....	5
B. S. M. Brice, c West, b.....	4
Smith.....	52
Sgt. Gifford, b Rough.....	0
Bdr. Vicars, b Rough, b Smith.....	0
Gnr. Dyer, c Christie, b Smith.....	2
Gnr. Morris, c and b Smith.....	2
Gnr. Hall, c Hall, b Jackson.....	2
Bdr. Palford, b Jackson.....	0
Tpr. Collyer, not out.....	2
Extras.....	5
Total.....	86

Bowling Analysis:—	
	O. M. R. W.
Rough.....	11 2 35 2
Smith.....	9 4 46 0
Jackson.....	1 0 10 2

FATAL MOTOR ACCIDENT.

RIDER KILLED.

A fatal motor accident occurred
on Thursday night, when Mr.
Wong Mow, of No. 40 Bonham
Road, lost his life. He was riding
a motor cycle at Aberdeen at 8
p.m., when the machine skidded.
The rider suffered injuries neces-
sitating his removal to hospital,
where he died at 10 o'clock yester-
day morning.

A FAKE BUREAU.

OPIUM MONOPOLIST IN TROUBLE.

Peking, April 25.—The House of
Representatives to-day passed a
chaban against Tsai Cheung-hsun,
Tuli of Kiangsi, on the ground that
he established an opium monopoly
in the guise of an anti-Poison
Bureau. The House resolved to for-
ward the *chaban* to the Government,
with a request for immediate
action.—Reuter.

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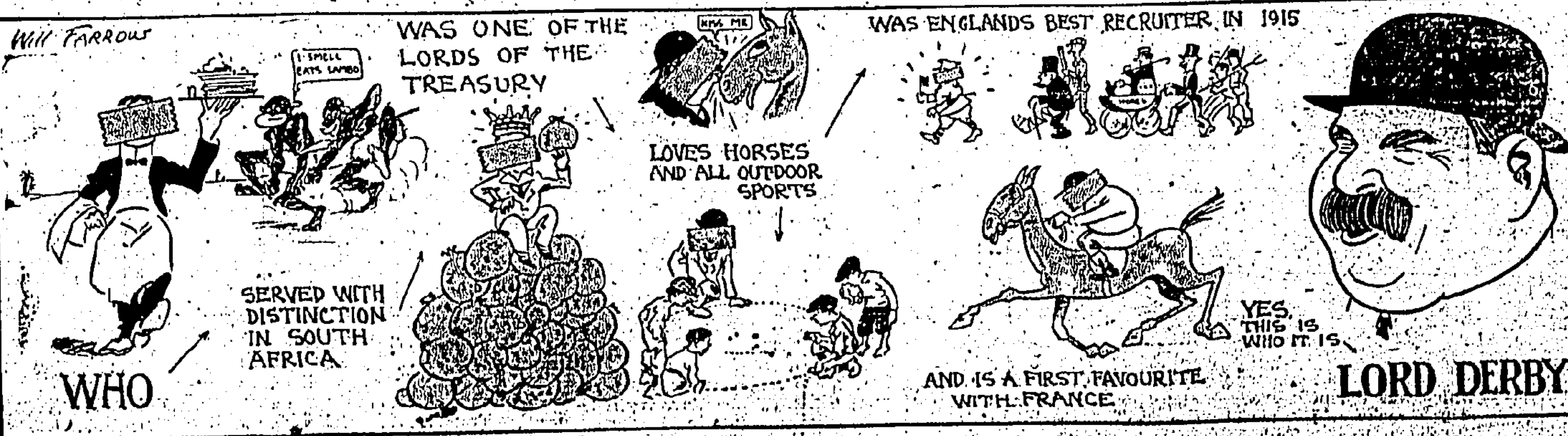
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exclusion of the sun's rays. Waterproof, and
Durable.

price \$11.50 & \$13.50

"TROUSERS AND BELTS"

White union GABERDINE
trousers smartly cut, and Un-
shrinkable, two weights, light
and medium. White Washing
Belts, Patent Buckles.

With 1 1/2, 1 3/4 price \$1.50. Also White
Leather

NEW CONSIGNMENT OF SINGLE
PROTECTOR HATS with PUGGAREES
JUST ARRIVED

WHITEAWAY LAIDLAW & CO., LTD. HONGKONG.

AMUSEMENTS

TERRIFIC ACTION!

LIGHTNING SPEED!

ROARING ROMANCES!

ROY STEWART

IN

"PURE GRIT"

A pulsing romance of the
rugged, hard-hitting, two
fisted, gun-win West!

You've seen big, hand-
some, strapping Roy
Stewart in some might grip-
ping roles, but wait until
you see him in the picture!

Thrill piles on thrill as he
smashes and lashes
his way through blind-
ing dust and scorching
flames in his grim enforce-
ment of the law on the
Southwest border as a Texas
Ranger in the stern and re-
lentless fight for the love of
a beautiful girl.

Beginning Sunday, 27th.

AT THE

WORLD THEATRE

LET'S ALL TRY FOR

Better Babies!

"It is the sacred right of our children to be as healthy—and therefore as happy—as
knowledge can make them."

Every mother realises that MILK is the only food for her infant. What every mother does
not realise is that FRESH MILK is the best food for her growing boy or girl long after
infancy, and that it is the most valuable and cheapest food right to the end of life.

FRESH MILK is the ideal food as nature has put into it everything that the body must have
for healthy life and growth.

The wonderful food value of fresh milk is best seen by comparing it with other articles of
special nutritive value. It is possible to do this with scientific accuracy. The scientist tells us
that—

ONE QUART OF
FRESH MILK IS
EQUAL IN FOOD
VALUE TO—

Nearly one pound of lean meat.
Nine eggs.
Over one and a quarter pounds of chicken.
Nearly two pounds of fish

Fresh milk is therefore not only the most nutritious and most digestible, it is also the cheapest
of foods.

WE DELIVER ANYWHERE

THE DAIRY FARM ICE & COLD STORAGE Co., Ltd.

BEETLE VIRUS.

A New discovery which is certain destruction to
COCKROACHES

Harmless to Dogs, Cats and Human Beings

EASY, SAFE EFFECTIVE

THE PHARMACY.

FLETCHER & CO., LTD.

ASIATIC BUILDINGS

26, Queen's Road, Central

Tel. 345.

Tel. 345



Have you been affected by any distressing symptoms of eyestrain?
Have you been tormented with all sorts of headaches and have been given
over to painful anxiety?
That's the defect of refraction. Come and consult with our
optometrist.

NATIONAL OPTICAL CO., LTD.
GRADUATE OPTICIANS.
10, Queen's Road Central.

"COW & GATE" MILK

is PURE ENGLISH MILK deprived of its water.

It is obtained from COWS of the finest stock, which graze on the RICH PASTURES
of the SURREY HILLS.

It is the ONLY product of its kind of English manufacture, and has been awarded
gold medals and First Prizes at all Exhibitions.

IT HAS NEVER BEEN BEATEN BY ANY SIMILAR PRODUCT.

COW & GATE MILK may be used for all purposes where fresh milk is required. For
infants, invalids, and especially for all domestic purposes, it will be found to be more
than twice as economical as fresh milk; it will not sour but keep for a long time, and
moreover it is more hygienic in use.

COW & GATE is entirely MILK, and it TASTES exactly as milk, should; not like similar
products that may be artificially fortified or preserved, and will be easily recognised by their
peculiar "Biscuit" flavour.

It is now for the first time, available in the FAR EAST

Sole Agents for Hongkong and South China:

A. S. WATSON & CO., LIMITED.

Established 1841.

NEW ADVERTISEMENTS.

PREPAID
ADVERTISEMENTS

25 WORDS—

{ \$1.00 for 3 insertions }
{ \$1.50 if not prepaid }

Box; if No State is required

WANTED.

WANTED.—Steno-typist well qualified and experienced, at present employed, looks to better his position. Apply to Box No. 1116 c/o "Hongkong Telegraph."

WANTED.—A TYPIST with good knowledge of French, State experience and salary expected to P. O. Box No. 669.

TO BE LET.

TO LET.—From May 1st. Room (with board). Best part Kowloon; all modern conveniences. Suit two bachelors or married couple. English family. Box No. 1117. c/o "Hongkong Telegraph."

TO LET FOR 6 MONTHS.—Peak residence—253 "The Falls" unfurnished, with garden and swimming tank. Possession 1st April, 1924. Apply SANG KEE, New Bank Building.

TO LET.—For 6 months from 1st May, furnished flat Humphreys' Buildings. Modern conveniences, 3 rooms. Box No. 1115 c/o "Hongkong Telegraph."

PRIVATE HOTEL, Victoria Gardens, Kowloon. 1 minute from ferry, next door new hotel. Terms \$4 per day, full board, special rates for families. Telephone K. 357.

TO BE SOLD Small Tanbary at Ma Tau Kok, Kowloon, together with Plant & Machinery and Stock of Chemicals. Area approximately 26,000 sq. ft. also a plot of land adjoining the tanbary area approximately 1,800 sq. ft. Apply PERCY SMITH & FLEMING, 6 Des Voeux Road Central, (Bank of Canton Building).

TO LET.—7 houses in Gordon Road, Causeway Bay, near waterfront, good locality, suitable for godowns and factories, nicely built with reinforced concrete, upper flats suitable for dwelling purposes with water-meters. Apply No. 2 Gordon Road, Causeway Bay or Tel. C.2721. Cheong Hing Contractor Company.

FOR SALE.

WE Auction, lease, sell or buy privately, houses, land, etc., on the basis of no result—no fee. Enquire or offer us. Tel: 4630. Hongkong Small Investors' Share and Real Estate Company, 8 Des Voeux Road.

FOR SALE.—"Bangour," 192 Mount Kellet. Four-roomed Bungalow with Hall. Recently reconstructed and entirely modernised. Site area 37500 sq. ft. Possession 1st May 1924. For particulars to inspect apply in writing to A. R. Lowe, Special Manager, Reiss Brothers Ltd. (In Liquidation). Hongkong, 10th April 1924.

LOST.

LOST.—Black & White Japanese Spaniel in May Road District. If found please return to Mrs. Ross, 4 Tregunter Mansions.

NOTICE.

WE have this day established a BRANCH OFFICE in Shamoon, Canton, Dairy Farm Building, First Floor. EUROPE-ASIA TRADING CO. China Building.

MASSAGE HALL

Mrs. S. UZUNOYE, Expert Masseuse, 87 Queen's Road Central, 2nd Fl.

UNION INSURANCE SOCIETY OF
CANTON LTD.

NOTICE TO SHAREHOLDERS

NOTICE IS HEREBY GIVEN that the FIFTY-FIRST ORDINARY YEARLY MEETING of the Society will be held at its Head Office, Union Building, Hongkong, on FRIDAY, 16th May, 1924, at NOON for the purpose of receiving the Report of the Directors and the Statements of Account to 31st. December, 1923, and of declaring Dividends etcetera.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.

Hongkong, 26th April 1924.

BRITISH TRADERS' INSURANCE
CO., LTD.

NOTICE TO SHAREHOLDERS

NOTICE IS HEREBY GIVEN that the FIFTY-EIGHTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Union Building, Hongkong, on FRIDAY, 16th May, 1924, at 12.15 p.m. for the purpose of receiving the Report of the Directors and the Statements of Account to 31st. December, 1923, and of declaring Dividends etcetera.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.

Hongkong, 26th April, 1924.

THE CHINA FIRE INSURANCE
CO., LTD.

NOTICE TO SHAREHOLDERS

NOTICE IS HEREBY GIVEN that the FIFTY-FIFTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Union Building, Hongkong, on FRIDAY, 16th May, 1924, at 12.20 p.m. for the purpose of receiving the Report of the Directors and the Statements of Account to 31st. December, 1923, and of declaring Dividends etcetera.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.

Hongkong, 26th April, 1924.

HONGKONG CRICKET CLUB.
TENNIS TOURNAMENT.

WEATHER and ground permitting the Semi-Final Open Championship Singles, R. E. Worthington v. S. A. Rumjahn

will be played on the Stand Court on TUESDAY, 29th April. Unreserved seats 50 cents and 20 cents.

TO ENCOURAGE THRIFT.

Is one of the chief functions of life insurance, particularly for young people. The wise parent starts his young son on suitable policy and later on requires him to continue it himself. Particulars furnished on application.

The Sun Life Assurance Company of Canada, 15, Queen's Road Central, Hongkong, F. M. WELLS, Manager.

DO NOT MISS—ROCHA'S POPULAR AUCTION SALES Every Tuesday Thursday & Saturday At 2.30 p.m.

Specialist is the Valuation of Household and Office Furniture. DA ROCHA'S MART 2A, D'Aguiar St. Phone 2931.

HONGKONG BOXING
ASSOCIATION.SIXTH TOURNAMENT OF
THE SEASON.

SATURDAY, April 26th, at 9.15 p.m.

THEATRE ROYAL

MAIN EVENTS:

15 Round Contest for the Heavy-weight Championship of the Colony and the Hongkong Exchange Brokers Association's Belt.

C. P. O. Callaghan

v.

Bombardier Barton

ALSO

One Bantamweight, Two Welterweight, Two Lightweight, One Featherweight, each of six Rounds.

BOOKING AT MOUTRIE'S. Members on the 24th April 1924. General Public from the 25th. April, 1924.

USUAL PRICES.

IF YOU SUFFER AFTER
EATING

take two or three tablets of Bisurated Magnesia with a sip of water. This quickly, surely and safely neutralises the harmful acid, stops the food fermentation, and gives your stomach a chance to proceed with its work in a painless normal manner. Thousands of people know from their own experience that Bisurated Magnesia is the only thing that helps them—that it's the only thing that enables them to eat hearty meals of the good things they like without worrying about after effects. Bisurated Magnesia Tablets cost little at any chemist's, and they are so sure in effect that that doctors and hospitals all over the world praise them and prescribe them. Bisurated Magnesia will rid you of all trace of stomach pain and weakness and will enable you to eat hearty meals of the things you like without fear of consequent discomfort. Be sure to see the oval "BISMAG" trade mark on the wrapper when buying.



NOTICE.

NOTICE is hereby given that scrip No 4227 for 500 shares Ewo Cotton Mills Ltd., in the name of Mr. Ezra Abraham of Hongkong together with a duly executed transfer deed purporting to assign the said shares has been lost.

The said shares are the property of the undersigned and application has been duly made to the Company for the issue of a duplicate scrip. The public is therefore warned against dealing with the said shares without reference to the undersigned. Any person having any knowledge as to the whereabouts of the said scrip is asked to communicate with the undersigned.

ELLIS & CO., Share and General Brokers, 23, Ice House Street. Hongkong, 9th. April, 1924.

No Corn Too
Tough for
"Gets-It"

It's just wonderful how "Gets-It" ends corns and calluses. Put a few drops of "Gets-It" on



a hurting corn and presto! The pain stopped once, forever. Soon the corn looses from the shoe and you just lift the corn off with the fingers and it's all complete. Money back guaranteed. Corns but a trifle—nevertheless, E. Lawrence & Co., Ltd., Chicago, send you a

Golden Deeds

True stories of brave men and women and little children who have dared and suffered or died for their God, their country, their sovereign, their home or their fellows. Nothing could be more important today than to encourage the love of brave deeds and self-sacrifice. If you would foster high ideals in your children have them read the interesting stories in

The Book of Knowledge

The Children's Encyclopædia. Fill out and mail the attached coupon for full particulars.

THE ASSOCIATED PUBLISHERS

(Doing business in Manila for over twenty years.)

The Associated Publishers,
P. O. Box 202—Hongkong.

Gentlemen:—

Please send me full details of The Book of Knowledge without obligation.

Name.....

Address.....

Occupation.....

H. K. T.

COMING!

A THRILLING DRAMA
OF THE FAR NORTH
IN WHICH A WONDER DOG
SETTLES THE DESTINIES
OF TWO MEN & A WOMAN.

"WHERE THE
NORTH BEGINS"

HAWTHORNE & PEARSON

(IN BANKRUPTCY)

COMPULSORY SALE
WHOLE STOCK

EVENING GOWNS, WRAPS, COTTON DRESSES, TRINKETS, HATS & VEILS—SUIT LENGTHS & MADE UP SUITS.

CARPETS--MIRRORS--SEWING MACHINES

— AT —
Marked Prices - - - Terms Cash

NOTICE OF REMOVAL.

WE have removed our Offices to No. 6 Des Voeux Road Central (4th floor).

PERCY SMITH, SETH & FLEMING.
Hongkong, 22nd April 1924.

NOTICE OF REMOVAL.

THE ROYAL HONGKONG GOLF CLUB.

HONGKONG CRICKET CLUB.

WE have removed our Offices to No. 6 Des Voeux Road Central (4th floor).

PERCY SMITH, SETH & FLEMING.
Treasurers.
Hongkong, 22nd April 1924.

NOTICE.

TOWAGE.—Large powerful sailing tug will shortly be available for trips from Hongkong or neighbouring ports to Straits Settlements or Dutch East Indies.

For further particulars, please apply to:—
JAVA-CHINA-JAPAN-LYN.

S.S. "SZECHUEN", arrived from Shanghai 17th. March 1924.

8 Drums Disinfectant Fluid; Notice is given that Bill of Lading

No. 55 covering this cargo from Shanghai to Hongkong, stated to have been lost is hereby declared null and void.
BUTTERFIELD & SWIRE.

FORTHCOMING AUCTION SALES.

Lammert Bros. HUGHES & HOUGH

PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction, Monday, the 28th April 1924, commencing at 2.45 p.m.

at No. 1A, Armand Building, Kimberley Road, Kowloon. A Quantity of Valuable Household Furniture.

Comprising:—
Chesterfield Couch and Chairs, Overmantel, Teak Extension Dining Table, Teak Chairs, Sideboard, Ice Chest, Carpet, Rugs, Curtains, etc., etc.,
Teak Bedsteads, Teak Wardrobe with Glass Front, Teak Chest of Drawers, Washstand, Dressing Table, etc., etc.,
Catalogues will be issued On View from Sunday the 27th. April 1924.
Terms:—Cash on delivery.
LAMMERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on Tuesday the 29th. April, 1924, commencing at 11 a.m.

at their Sales Room, Duddell Street.
One Briggs 5 Passenger Motor Car (New) 1923 Model, 4 Cylinders

One "Stutz" (Sports) Motor Car 2 Seater, 4 Cylinders, 60 H. P.
On View on Day of Sale
Terms:—Cash on Delivery.
LAMMERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction Tuesday, the 29th April 1924, commencing at 11 a.m.

at their Sales Room, Duddell Street.
One Austin 5.7 Seater Motor Car, Practical New, Horse Power 20, Spare Wheel, Electric Lights, Self Starter, 12 Volt Storage Battery. Car in perfect order.

also
New Stock of Motorcycle or Motor Car Tyres.
On View on day of sale
Terms:—Cash on delivery.
LAMMERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on Tuesday, the 29th. April, 1924, commencing at 11.30 a.m.

at their Sales Room, Duddell Street.
100 Pieces Fine Cheefoo Silk
On View from Monday the 28th April 1924.
Terms:—Cash on delivery.
LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

By order of the Mortgagees PARTICULARS OF SALE of

Valuable Leasehold Property, situate at Victoria in the Colony of Hongkong and known as No. 2 Calder Path

to be sold by PUBLIC AUCTION on TUESDAY, The 6th day of May 1924, at 3 o'clock p.m.

by Messrs. LAMMERT BROS., Auctioneers, at their Sales Rooms, Duddell Street.

PARTICULARS

The Property is situate upon Inland Lot 1937, and known as No. 2, Calder Path (next to the nullah and just above the Union Church). The Premises cover an area of 9,810 Square feet or thereabouts and are held for a term of 75 years from the 9th day of December 1912 together with a right of renewal.

The Crown Rent payable in respect of the premises is \$68.—per annum.

For further Particulars and Conditions of Sale apply to Messrs. JOHNSON, STOKES & MASTER, Solicitors, Prince's Building, 100 House Street, or to Messrs. LAMMERT BROS., Auctioneers, Duddell Street.

WOMAN NOT TO HANG.

Dora Sadler, the Kensington nursemaid who was sentenced to death for the murder of the two children of her employer, has been reprieved. The Home Secretary, Mr. Arthur Henderson, having advised the King that the sentence should be commuted to one of penal servitude for life.

HUGHES & HOUGH LIMITED

IMPORTERS, EXPORTERS AND GENERAL AUCTIONEERS.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction (for Account of the Concerned), on

WEDNESDAY, the 30th April, 1924, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street, Valuable Tenkwood and Blackwood Furniture and Household Sundries, &c., &c.

Comprising:—
Dining Suites, Chesterfield Sofas, Arm-chairs (new), Tea Tables, Tenkwood Beds, large and small Wardrobes, Dressing Tables and Chairs, Washstands, etc., Sideboards, Dinner Waggon, Dinner Sets, and Glass Ware, Cutlery, Carpets and Rugs, Electro-plated Ware, Electric Reading Lamps, Tenkwood Screens, Blackwood Teapots, Marble-top Flower Stands, Side Tables and Cabinets, etc., etc.

Also
Two New Carpets, size 3 x 4, One Large Carved Blackwood Curio Stand, One Hopkinson Piano.

And
Two Gramophones, One Victrola with 30 Records (in good order). (Full Particulars from Catalogue). Terms:—Cash on delivery.

HUGHES & HOUGH, LTD., Auctioneers.
Hongkong, 23rd April, 1924.

The Undersigned have received instructions to sell by Public Auction (for Account of the Concerned), on

TUESDAY, the 29th April, 1924, at 2.30 p.m., at 8 Cameron Road, Kowloon, A Quantity of Household Furniture.

Also
1 Enamel Bath, 1 Porcelain Wash Basin, 1 E. Wart Ceyzer.

(Full Particulars from Catalogue). On view day of Sale. Terms:—Cash on delivery.

HUGHES & HOUGH, LTD., Auctioneers.
Hongkong, 23rd April, 1924.

PARTICULARS AND CONDITIONS OF SALE.

of the VALUABLE LEASEHOLD PROPERTY situate and being Rural Building Lot Number 175 (with extension thereto)

to be sold by PUBLIC AUCTION on WEDNESDAY The 14th. day of May 1924 at 3 o'clock p.m. IN ONE LOT by

Messrs. LAMMERT BROS., Auctioneers, at their Auction Room in Duddell Street, Hongkong.

Description. The Property consists of Rural Building Lot No. 175 (with extension thereto) comprising an area of about 43,466 square feet and known as Nos. 1, 2, and 3, Ellenbud Villas situated on the Victoria Road near Villa Miramere at a height of 200 feet above sea level with a fine Southern aspect open to the Summer breezes.

On this site there have recently been erected three substantial modern Villas of brick and reinforced concrete constructed far in excess of the requirements of the Public Works Department. The site which is extremely healthy was originally intended for a Sanatorium and the present buildings constitute ideal family residences.

It can be reached from Statue Square in the 12 minutes by motor-car, from Kennedy Tram terminus in 20 minutes walking.

Further Particulars and Condition of Sale may be had from:—
Messrs. DEACONS, 1, Des Voeux Road Central, Vendor's Solicitors, or from Messrs. LAMMERT BROS., The Auctioneers.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUALS

Mail Steamers	Next Sailings from Marseilles	Pro. arr. at Hong Kong and sailing for Shanghai & Japan	Pro. Sailing from Hong Kong for M'Isles
ANGKOR	—	—	27th April
CHAMBERD	—	—	11th May
PAUL LEGAT	—	—	18th May
ANDRE LEBON	27th Mar.	20th Apr.	25th May
AMBOISE	10th Apr.	12th May	8th June
CHANTILLY	24th Apr.	26th May	22nd June

RATES OF PASSAGE MONEY TO MARSEILLES.
(including Table Wine and free Doctor's attendance)
A Class 1st Class £95.0.0 B. Class 1st Class £83.0.0
Steamers 2nd Class £68.0.0 Steamers 2nd Class £60.0.0
Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the trains at Marseilles.
LIGNE COMMERCIALES (CARGO-BOATS)
S.S. "CAPITAINE FAURE" loading for Havre, Antwerp and Dunkirk about 15th May.
S.S. "Commissaire RAMEL" from Dunkirk, London, Havre, is due to arrive about end April.
For full particulars apply to:
Messageries Maritimes Co.
3 Queen's Building.
Telephone Central 740.
CONSIGNATION TRANSIT REPRESENTATION.

NOTICE.

COLONIAL HAIR-DRESSING SALOON

13, Ice House Street

High Class Barbers-Sanitary & up-to-date Saloon
Filipino and Japanese barbers.

Popular Prices.

WE have received a selection of the very best—
English made

PLATINUM WEDDING RINGS

ALSO—
Platinum Dress Watches
Diamond and Platinum
Wrist watches—Chains, etc.,
—all in pure platinum.
Neither the quality nor prices stand comparison.

SHERIFF BROS.
69, Queen's Road Central.

P. & O. S. S. Co.
STEAMERS FOR
Straits, Colombo, Australia,
Bombay, Egypt,
Mediterranean Ports and
London.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American and South African Ports.

THE Steamer "LOADAN" Capt. E.J. Thornton, R.N., carrying His Majesty's Mails will be despatched from this port on or about TUESDAY, 29th April, 1924, at Noon taking Passengers & cargo for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office until 5 p.m. on the day of sailing. The contents and value of all packages must be declared. For further particulars, apply to—

MACKINNON, MACKENZIE & CO.,
Agents.

Hongkong, April, 24th, 1924.

NOTICE.

INDO CHINA STEAM NAVIGATION CO., LTD.

THE Forty-Third Ordinary General Meeting of the Company will be held at the Offices of the General Managers, Messrs. Jardine, Matheson & Co., Ltd., Pedder Street, Hongkong on Tuesday the 6th May 1924 at 11 o'clock in the morning for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 29th April to 20th May both days inclusive.

By order of the Board,
JARDINE MATHESON & CO., LTD.
General Managers.
Hongkong, 16th April, 1924.

CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

THE TWENTY-SEVENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the Offices of the Company, St. George's Building No. 6, Connaught Road, on WEDNESDAY, 30th April, 1924 at 11 o'clock a.m. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for year ended 31st Dec., 1923, and electing a Consulting Committee and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from Wednesday the 23rd April 1924 until Wednesday the 30th April 1924, both days inclusive.

SHAWAN TOMES & CO.,
General Managers.

C. E. WARREN & CO., LTD

Sanitary Engineers,
Monumentalists, etc.

Offices & Godowns, } 98A, Wanchai Road,
Hongkong.

Tel. No. 269

All kinds of Builders Requisites in Stock.

Soil & Vent Pipes, Rainwater Pipes

Floor & Wall Tiles Baths, Basins, bath Room Fittings, Water Heaters for Gas Oil or Coal Fuel. Also a Few Chip Heaters.

Open & Closed Grates-Cooking Ranges.

ESTIMATES FREE FOR ALL SANITARY INSTALLATIONS—HOT WATER SYSTEMS, &c.

General Repairs Promptly Attended to Specialists in Monumental Work-Cut in Italian Marble or Hongkong Granite.

Just Received a Shipment of Italian Marble Floor Tiles—Prices on Application.

All Large stock of Artificial Wreaths in all Sizes.

Ming Yuen Studios.

Undertake all kinds of high class Photographs.

At home work and wedding groups a speciality.

Call and see Specimens in our Studios (top floor 14 Beaconsfield Arcade).

Only experienced men employed.

Official Photographers to the "Hongkong Telegraph"

MASSAGE HALL

25 WYNDHAM STREET

Mrs. H. MORITA.
Mr. H. SUGITA.

THE NEW FRENCH REMEDY
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
THERAPION No. 4
THERAPION No. 5
THERAPION No. 6
THERAPION No. 7
THERAPION No. 8
THERAPION No. 9
THERAPION No. 10

Show your good taste in the ties your wear!



It is our pride that we can put before you, at any time, an attractive selection from London's latest productions in FINE NECKWEAR.

NEW STOCKS

received by every English parcel mail. By the last mail we received a unique assortment in—

NEWEST KNITTED NECKWEAR.

Gentlemen who prefer this style should not miss seeing them.

Prices range from \$1.75 to \$6.50 each, and there is an attractive assortment of colourings in every quality.



BATSWING TIES

IN

FOULARD AND MANY OTHER SILKS.

There are beautiful designs in Madder, Paisley and many other colour effects. Also plain shades.

You will like to see, and we shall be glad to show, without obligation, to purchase, our many different styles

LIGHT-WEIGHT

GOLF HOSE.

We have received a new consignment of FINE LISLE and CASHMERE GOLF HOSE in Khaki, Light Grey, Fawn, Beaver and Cement. Also Heather Shades.

CASHMERE SOCKS

IN

Plain Colours and many attractive designs in Grey, Fawn, Brown etc.

CELLO and PARIS GARTERS in fine, medium and wide webs.



WM. POWELL, LTD.

Gentlemen's Tailors and Outfitters

Hongkong Hotel Building Pedder Street

ENGLISH RECORDS BY THE QUEEN'S HALL ORCHESTRA

L.1516 { (A) DEATH OF ASE, (B) MORNING
PEER GYNT SUITE
L.1517 { (A) ANITRA'S DANCE, (B) DANCE
OF THE IMPS, (C) SOLVEIG'S SONG
PEER GYNT SUITE
L.1510— THE MERCHANT OF VENICE.
L.1511— INCIDENTAL MUSIC IN FOUR PARTS

PURE MUSIC—NO SCRATCH

ANDERSON'S

SHIPBUILDERS.
SHIP REPAIRERS.
BOILER MAKERS.
FORGE MASTERS.
OXY-ACETYLENE AND ELECTRIC WELDERS.
MECHANICAL AND ELECTRICAL ENGINEERS.

THE TAIKODOCK YARD & ENGINEERING COMPANY OF HONGKONG, LIMITED,

—DRY DOCK—
LENGTH 787 FEET.
LENGTH ON BLOCKS 750 FEET
DEPTH ON CENTRE OF SHIP (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—
CAPABLE OF HANDLING SHIPS UP TO 3000 TONS DISPLACEMENT.
ELECTRIC CRANE AT SEA WALL CAPABLE OF LIFTING 100 TONS AT 70 FEET RADII.

BUTTERFIELD & SWIRE AGENTS
HONGKONG, CHINA, & JAPAN

COW and GATE MILK FOOD

Babies

Love it

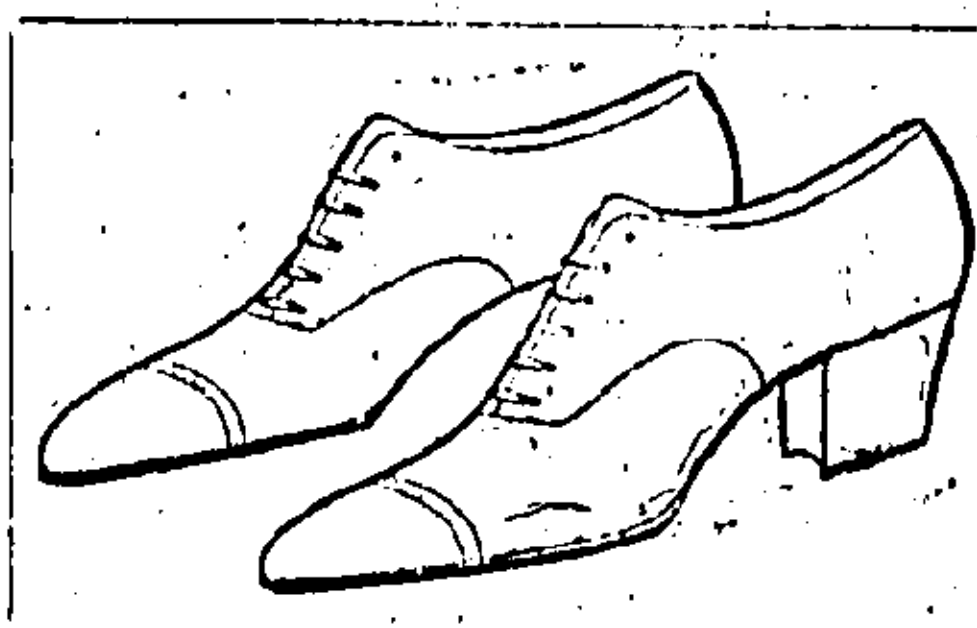
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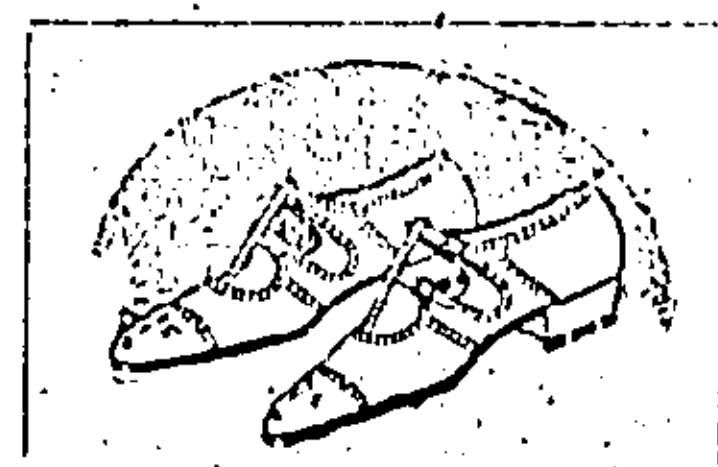
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The Telegraph.

HONGKONG, 26th April, 1924.

VERANDAH PROBLEM.

Where architects differ on the verandah question, who shall decide? Yesterday we published the views of a number of local architects on this important subject, from which it will be seen that even amongst the profession there is considerable divergence of viewpoint. Whilst that is the case, however, we are left impressed with the argument that the issue should not be hastily decided. It seems to us that the Government has erred in this regard, for to spring such a revolutionary change upon the interests concerned was obviously bound to lead to confusion and almost interminable difficulties. In a matter of this magnitude, affecting the future of building in the Colony, it would be fairer to all parties were the authorities first to consult those most affected, draw up tentative proposals and then give due opportunity for representations before making any changes under the Ordinance.

That architects, builders and owners have just reason for complaint at the manner in which the changes have been brought forward there seems little doubt. We can see little reason in the authorities first approving of a plan and then, on a merely formal subsequent application, turning it down because verandahs, against which there had been no previous objection, were included. We can also appreciate the confusion created by approving a plan with the exception of the verandah. On the question of the owner getting more space than that to which he is entitled by using verandahs for storage purposes, the point was well answered yesterday by the architect who stated that this is against the law and it is up to the authorities to see that the regulations are complied with.

As we stated in a previous comment, we are quite prepared to concede that changed times may necessitate some restrictions with regard to verandahs, especially in certain streets. There seems, for example, fairly general agreement that many of the verandah pillars might be far less bulky than they are. Then there is the matter of confining verandahs to a limited number of storeys. These, however, are points of detail. The main desideratum is that there should be no sweeping changes except and until due notice has been

given and full opportunity provided for expressions of viewpoint by all affected. This is a question in which we need to hasten slowly. Let the whole issue be thoroughly threshed out and then such action taken as seems warranted in the public interest.

"Leave it to You."

This is not a dissertation on the chief rival of mah-jongg—the bridge—nor is this a reference to a guessing competition. It is a comment on the remarkable apathy which seems to affect people in the East, so that they wait for a lead rather than take the initiative in anything, and usually leave it to someone else to do the "donkey work." We are drawn to make these reflections by the result of the first attempt to institute a lacrosse club in the Colony. Were there no interest in the game, one could understand the absence of effort to attend the meeting arranged by the promoter, but as it happens there were many who went the length of expressing a keen desire to foster lacrosse in Hongkong and then did not trouble to attend or, if unable to be present, to send an excuse. With our knowledge of the East, and our experience of attempts to form associations and societies, which either have failed or else have been very short-lived, we can understand how attendance at a meeting can be considered a "tag," so that each individual leaves it to the other man, with the result that nobody goes. Newcomers sense this prevailing apathy with a greater shock than those longer resident, but in the end we all realize that it is the climate which so insidiously saps our energy, and even our independence of mind. So let us blame it on the weather conditions, and "maskoo!"

Sun-Shy.

In the course of the discussion on verandahs to local buildings, mention is made of the fact that the average Chinese here will not have any more of sunshine in his house through the abolition of side-walk shade. As has been pointed out, the people will merely find some other means of shutting out the sun's rays. This dislike for sunshine in their homes has been a marked characteristic of the Chinese—even the wealthy ones—for very many years. Thus has disease flourished mightily. But we must remember that in Western countries the beneficial effects of the sun's rays have become known in comparatively recent times. The sun treatment of rickets, for instance, was not thought of in the early days of our generation. Perhaps the sun-cult will become the fashion in China some day. At present, we understand the rays are kept out of the houses of some of the richer people because they would cause expensive carpets, hangings and tapestries to fade. That, however, is of less import than health. The enlightened Chinese people realize fully the physical advantages of fresh air and sunlight, and in the not distant future it should be rare to find an educated member of the community who was sun-shy.

KONGMOON SCORES.

HONANESE TROOPS EXPECTED.

Kongmoon, April, 25th. As reported, the public here is very much excited over the reported transfer of the Yue Kwan or Honanese soldiers from Canton to Kongmoon. In those abnormal times, when everything seems to go off at a tangent, it is easy for people to become highly strung over any unwarned, ill-omened rumour. However, the report that Gen. Hsu Sung-chi may use his influence with Dr. Sun Yat-sen to prevent the Honanese soldiers from being transferred here, has acted as a panacea on the restless public mind. It is worth noting that large numbers of the soldiers now in the Sze Yap districts belong to the Eastern punitive forces of which General Hsu Sung-chi is the commander-in-chief, and hence it is reported that at the request of his subordinate and other military officers here, Gen. Hsu may in the immediate future be reviewing his own men here, co-ordinating the different forces and directing the general campaign against the pro-Chan troops on the southern front.

Up to the time of writing, no Honanese troops have arrived here.

DAY BY DAY.

IDLENESS IS THE HOLIDAY OF FOOLS.—Chenierfeld.

The proposal to have a World Fair in Shanghai is being revived.

Mr. H. S. Hill, A.C.A., is appointed an auditor for the purposes of the Companies Ordinance.

Captain A. E. Watts, Command Education Officer, has proceeded to North China on inspection duty.

The Empress of Asia is due here at 1 p.m. on the 28th inst. (Monday) and will berth at Pier No. 5, Kowloon Wharf.

It is notified that the Government proposes to erect a public urinal behind the chair shelter in Wong Nei Chung Road.

Cheung Chai Lot 773 is to be sold at the District Office, Hongkong, on May 9th. It comprises 15,000 square feet and the upset price is \$150.

The names of Mr. J. H. Austin and Mr. E. Dowhurst, both of Messrs. A. S. Watson and Co., have been added to the register of chemists and druggists.

His Excellency the Governor has appointed His Honour Mr. Henry Hossey Johnston Gompertz to act as Chief Justice, and Mr. Arthur Dyer-Ball to act as Puisne Judge.

His Excellency the Governor has nominated Mr. G. M. Young, M.B.E., to be a member of the Court of the University of Hongkong for a period of three years, vice Mr. G. T. Edkins, retired.

During the reconstruction of the Naval Jetty at Arsenal Yard, a red flag is to be flown, says a Harbour Notice, and no craft is to approach within thirty yards of the temporary bamboo structure.

The amended rules governing applications for admission as an authorized architect under the Public Health and Buildings Ordinance, 1903, are published in the Gazette for general information.

The silk shipped per s.s. President McKinley, which sailed from this port on March 31st at 9.30 p.m., arrived at New York on April 21st at 3.30 p.m., having been 20 calendar days and 13 hours in transit.

The Gazette contains a copy of an agreement between His Majesty's Government and the Government of Japan for the mutual recognition of headline certificates, which was signed on the 31st of January, 1924.

It is notified that the bathing beach adjoining the premises of the Royal Hongkong Yacht Club and the beach at Kennedy Town will be open for the use of the public from May 1st. The charges are ten cents for the former and five cents for the latter.

His Excellency the Governor has appointed provisionally and subject to His Majesty's pleasure, the Hon. Mr. P. H. Holyoak to be an Unofficial Member of the Executive Council during the absence from the Colony of the Hon. Sir Paul Chater, C.M.G.

The Hongkong Male Voice Choir, assisted by a number of local artistes, will give a concert in the St. Andrew's Church Hall, on Monday night. A most attractive programme has been arranged, and besides the choir items will be contributed by Mrs. H. L. Lockhart, Mrs. S. Collett and Mr. Charles Olive.

There has always been a lot of romantic glamour attached to the life of a Texas ranger. But the danger and hardship connected with such a life is depicted in "Pure Grit," starring Roy Stewart at the World Theatre to-morrow. The story is a screen version of "The Texas Ranger," a popular novel of the South West.

Mura Shipoff, aptly called "the Baby Peviova," gives her last performance at the Star Theatre, Kowloon, this evening and those who appreciate good dancing should certainly not miss this last opportunity. Mura Shipoff is an extremely graceful artist and she is well partnered by her brother Koka. The programme is supplemented by a screen adaptation of the well-known play "A Message from Mars."

Bulls and Innors

From the Office Butts.

There is no truth in the story that the Government intends to introduce an Ordinance for the "Better Control of Caddies at Fanning."

The R.H.K.C.C. desires it to be known that in order to use the Club Houses, independent ladies must be recommended by members. Which appears to be a good way to make them not so much so.

Isn't it funny how some of those Saving Society shareholders manage to lose their certificates?

Considering the amount of hide they've got, these Canton politicians should seriously consider the idea of buying up our local tannery.

Hongkong dogs are perturbed at the idea of abolishing verandahs.

MacWhirter is very upset. Since Wednesday he has been looking up dictionaries for the precise meaning of the word "scathlessness."

"Rateplayers' Meeting," says a Shanghai newspaper heading. They don't get much fun out of the game, anyhow.

Russians in Canton are trying to sell blankets to the Chinese. Red ones, we suppose.

It is computed that America spends fifty million dollars annually on chewing-gum. Seems a lot of money to stick under tables and chairs.

The French Boxing Commission has lifted the ban on German boxers. Should be quite easy to settle the reparations question now.

It's the same trouble in Iraq as with Scotsmen. They're never being treated right.

Marks are hardening. Yesterday they jumped a billion to the dollar.

The only really popular grills to be found in Hongkong to-day are at the Hotel.

There is no truth in the story that a well-known Lee House Street "runner" will compete to-day at the V. R. C. sports.

It's much easier to get a seat in a Kowloon bus than on the Stock Exchange. And it doesn't cost nearly so much, either.

But you often get rattled for all that.

When the newspapers begin to refer to the mosquito nuisance, it's time to discard your woollies.

What with Labour and earthquakes, they're having a lot of ups and downs in the Old Country just now.

These rents wouldn't be so bad if they didn't make such a hole in your salary.

Mr. W. H. Bissell has secured the contract for the construction of tramways and lighting in Harbin. He ought to make a clean sweep of things.

According to a contemporary, the latest number of the Silver Wolf contained a study of insect pests and other troop notes.

A Shanghai contemporary has a caption thus: "American World Liers." Someone must have been talking.

Last Wednesday the Telegraph printed a yarn entitled "A New Scottish Story." It sounded better than we hoped.

Madame Bang, the now Danish Minister of Education, will no doubt make things boom.

Judging from the additions to the tennis court, those Helena May girls must be expanding.

Router says the Hongkong shops at Wembley cast a spell over the visitors. We don't wonder at it; we've been hypnotized ourselves by some of those dealers.

They're seeking to handicap the Ice House Street "runners."

There is no truth in the rumour that the reconstruction being carried out at the office of the lower Peak Tram station is the first step towards the provision of a new Bessie's Bar for the convenience of passengers squeezed out of the gin car.

The Mahaud gang has been captured. The Mah-Jongg Association is, however, still going strong.

Not until France approves of some reparation plan shall we believe in the fable of the lion and the lamb.

The worst of Royalty is that if they're not going away somewhere, they're coming home.

The only time we're thankful, however, is when it's not on a stretcher.

Three armed men committed highway robbery the other day near Taitan, which makes us think there must be something in the story of our water disappearing.

The close season for dragons commenced last Wednesday.

The way they are collecting fines at Yau-mat nowdays, Kowloon folk are looking forward to a reduction in the rates.

Chang Tso-lin's foreign engineer collected three bullets the other day.

The most remarkable thing about these Russian dancers is the way they skip about from place to place.

It is said Tilden refuses to play for the Davis Cup because he isn't allowed to write for the Press. What next? Maybe some Press-man will refuse to write for the Press because he can't play tennis.

Some of them can't do either.

What is the difference between local educationists and the Labour Government? None. They are "in office but not in power."

This attempt of the local Rialto to eliminate jobbers reminds us of the fable of the snake which attempted to eat itself.

These buses are making this Colony less safe for democracy.

Jumpers, for pedestrian wear, are becoming popular.

Statistics show that there are twice as many labourites at Home as are needed. What is most required is more labour.

It is rumoured that one of our telephone girls has been on the job for the past fifteen years. She seems determined to get a number of some sort.

It is always interesting to note the effect of alcohol on the brain. A Japanese banker made an outspoken speech at a Chinese dinner in London last month.

What between suspected arms runners and rejected brokers' runners, Hongkong is getting awful.

A Government job is a building that becomes a landmark by the time it's completed.

When you buy a motor-car, be careful that you don't run into too many creditors.

Verandahs may be cool, but there's a lot of hot air being talked on them just now.

Ireland is to discriminate against foreign bottles and boots. Shure they can fight wid their hands.

An all-woman jury in the States has reached a decision. Suppose they did it just to be contrary.

The toots wasted by a woman at the pictures would, if used at home, get her a new hat.

An extended business trip often means a contracted balance sheet.

Many a man who marries her on trial is sentenced for life.

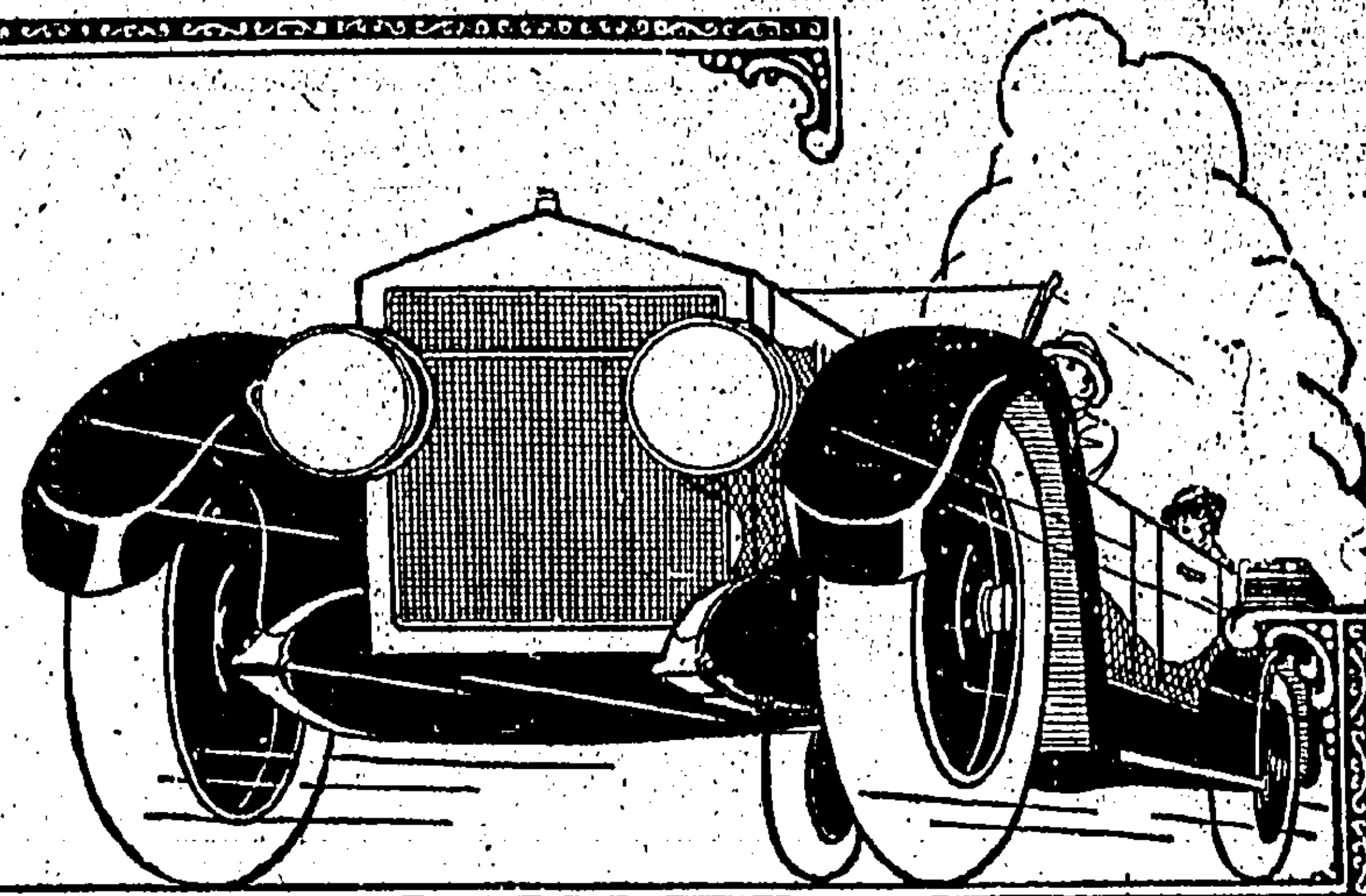
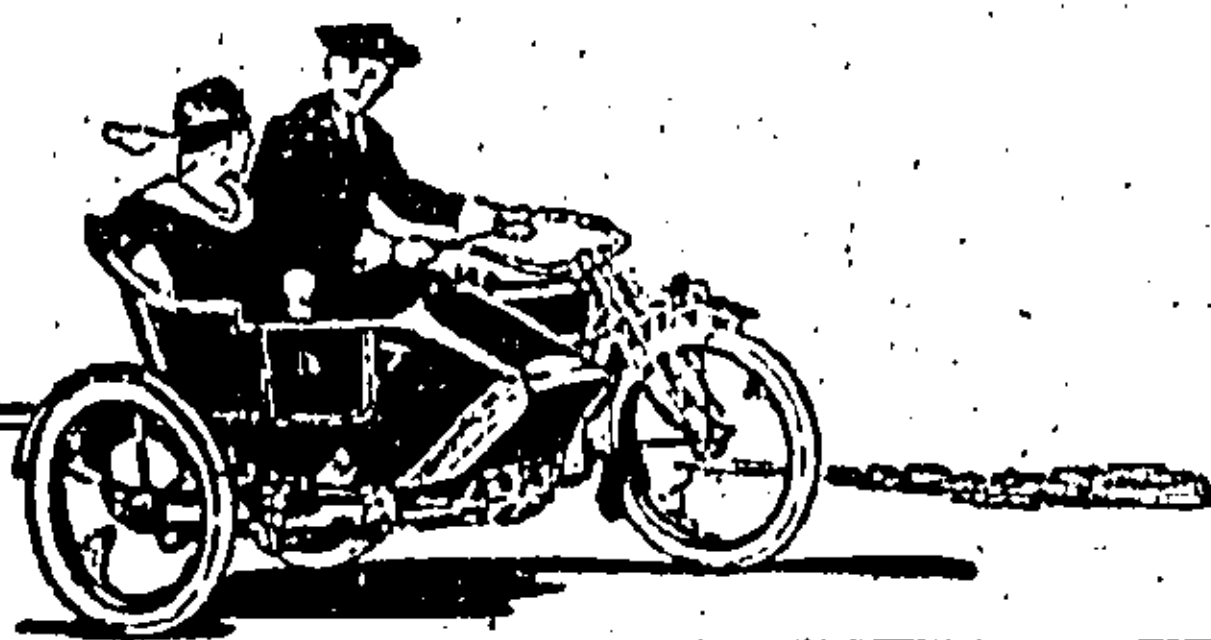
The newspapers would have a thin time but for the good old Cutty Sark.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, the 26th. April, 1924

(Being the Official Organ of the Hongkong Automobile Association).



LOCAL MOTOR NOTES & NEWS

The membership list of the Hongkong Automobile Association still continues to grow apace—evidence that local motorists are awakening more and more to the value of co-operation. Motor car or cycle owners who are still outside the ranks of the Association should apply for entry form to the Hon. Secretary, Mr. Paul M. Hodgson, of the Union Insurance Society of Canton. Those having joined this week are:

J. Behar
C. C. Knight
O. Kitchell
B. A. Hyder
M. W. Stevens
D. Burlingham
Wong Tse-chai.

In another column of this issue will be found an account of the motor cycle run which was held on Bank Holiday by the Motor Cycle Section of the Association. The run proved to be distinctly enjoyable and all those participating were full of praise for the way in which the arrangements had been made. Although the turn-out was not large, it augured well for the future activities of the Section, to which we extend the very best of wishes for a useful existence.

Local motor cyclists will be interested to learn that the Hongkong and Shanghai Hotels garage department has just taken up the agency of the Matchless Motor Cycles and are shortly expecting a shipment of 1924 models. At Home, the Matchless is known as "The perfect passenger motor-cycle" and its high reputation has not been gained without just cause. The models on order are the 3 h.p. solo, the 3 h.p. super sports solo, the 5 h.p. with sidecar and the 8 h.p. with sidecar. When the machines arrive prices will be quite attractive and the Hotel Garage should stand to benefit considerably by thus adding to the buying facilities of local motor cyclists.

The new showroom and head offices of the Hongkong and Kowloon Taxicab Co., Ltd., which have just lately been opened in the new A.P.C. Building, Queen's Road, are a noteworthy addition to the Colony's motoring establishments. Centrally situated and being of almost palatial interior, this new showroom has not only accommodation for eight show cars, but also for a well-equipped spares and accessories department and a private office for the General Manager, Mr. A. H. Rowe. Models of Buick and Oakland cars are now on view and the attractive display has drawn quite a lot of public attention.

Yet another British motor product is shortly to be introduced into the Colony, this being the "Garner" motor truck, the agency for which has been secured by the Hongkong and Kowloon Taxicab Co. The truck, which has a very high reputation at Home, is one of 30 h.p. and is equipped with pneumatic tyres. In June it is hoped to receive a 24-seater Garner bus and a number of general haulage trucks.

Now that the road-tarring season has arrived, we would like to appeal to the Public Works Department on behalf of the motor cyclists of this Colony to avoid, as far as is possible,

the covering of our roads with deep sand. Everybody realises that when a road is freshly tarred it must also be sanded but the extravagant use of sand—sometimes to depth of two inches—is positively dangerous to traffic, especially so to motor cyclists. Skidding and slipping is inevitable in loose sand and not a few of the mishaps of the past can be directly traced to heavily sanded roads. Road-tarring gangs also have a habit of spreading out the sand heaps in order that the sand might be quite dry before it is thrown over the tar. There would be no objection to that, if such spreading were confined to the sides of the road but it is no uncommon thing to find deep sand for several yards all across the road—a positive terror to two-wheeled vehicles. Perhaps the P. W. D. officials, now reminded, will endeavour to keep this sand spreading down to a minimum.

On Sunday afternoon last, the writer was driving with friends between Castle Peak and Fanling, when he passed proceeding in the opposite direction, three motor cyclists. The writer is not one of those who agree that motor cycling is necessarily dangerous either to the rider or other road users, but he is quite agreed that when motor cyclists act the fool like one of Sunday's riders was seen to be doing then the sooner such men are debarred from using the road the better. Unfortunately, it was not possible to take the machine's number or this foolhardy rider would have found himself reported. He was riding along the road at a fast pace, having no hands on the handle bars but engaged in tying up his neck muffler. It is perhaps not a hard trick to ride "no hands" but to do so at a fast pace when passing a motor car on a public road is an act of foolish bravado and one that ought to be severely condemned. It is such riders as our friend who bring motor cyclists generally into ill-deserved disrepute.

A number of new "Noracar" owners are to be seen enjoying outings in the outlying districts these days. With the bathing season upon us, the "Noracar" provides an excellent means of transportation for those who do not desire the higher powered speed machines. In the New Territories there are many delightful beaches—far from the madding crowd—which are thus brought within comfortable reach of the City.

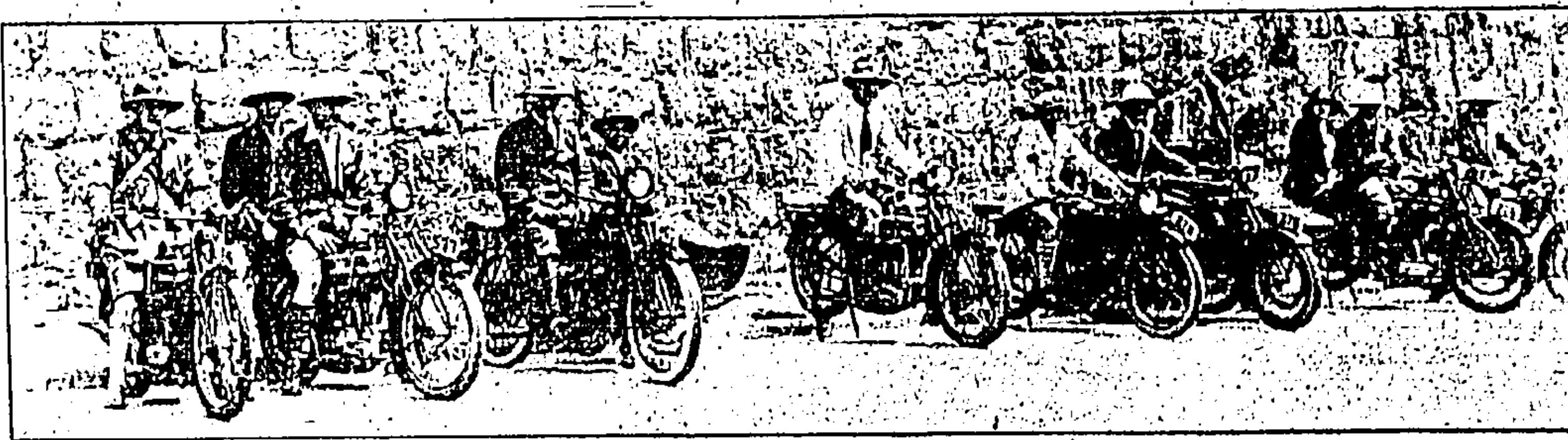
As a means of bringing to justice drivers of motor cars who kill or maim and then speed away, the Automobile Club of Southern California has announced it will pay \$250 to any one making possible the arrest and conviction of a driver failing to stop and render aid after a fatal accident. In cases where fatalities are not involved the reward offered is \$50.

SAFETY FIRST.

The windscreen must be spotlessly clean for driving in the dark. Dirty windcreens spell danger, especially at night and when it is raining.

EASTER MONDAY'S MOTOR CYCLE RUN.

Enjoyable Event Organised by Newly-Formed Section.



This picture shows some of the participants, photographed at Kowloon before starting off. (Photo: Ming Yuen).

The motor cycle run, held last Monday under the auspices of the Hongkong Automobile Association, was of a most enjoyable character. About a dozen motor cycle members assembled, with their machines, accompanied by passengers either in side-cars or on pillion, at Holt's Wharf at 11 o'clock. Proceeding by way of Nathan Road, Yumail, Kowloon Waterworks, through Shatin and Tai-po to Fanling Railway Station those participating found that

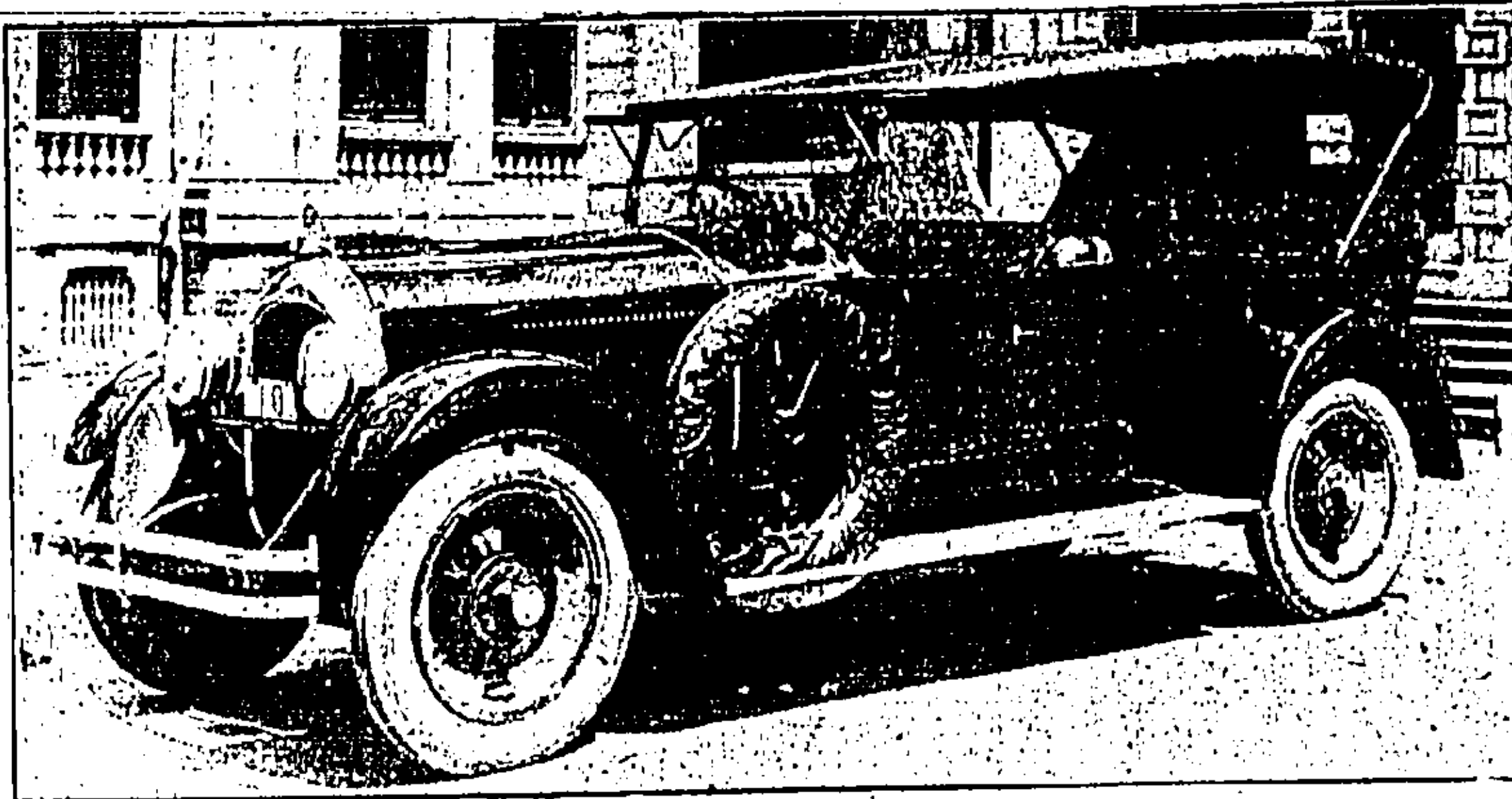
most excellent arrangements for lunch had been made by Mr. J. Smith of the Kowloon Canton Railway. Two dining coaches had been placed at the disposal of the cyclists and justice was done to a very excellent tiffin. After tiffin a discussion was waged as to whether the notices "Please do not put your feet on the tables" were permanently in the carriages or simply put there for the benefit of the motor cyclists. A satisfactory conclusion of the argument

was reached when one of the party pointed out that as the tables were only 6' x 2' they could not possibly be expected to accommodate a motor cyclist's extremities. A pleasant jog along to Castle Peak was made in the afternoon and it was found that the thoughtful Mr. Smith had secured a matshed, from which those who so desired could enjoy a dip in the briny. At about 5.30 p.m. a move was made for Home, by

way of the coastal road, and it was a party of well-tanned cyclists who wished each other "Good-night" at the Kowloon Railway Station. The weather had been perfect all day and the arrangements all that could be desired. The road service throughout was found to be excellent and there was a cheery atmosphere of follow good-feeling shown by all. It is hoped to hold a similar trip in the future.—Contributed.

A NEW PAIGE MODEL.

The First of its Kind to Arrive Here.



Photograph of the new Paige, taken outside the City Hall. (Photo: Ming Yuen).

I have lately had the opportunity, writes a local motoring expert, of inspecting and testing the latest model six-cylinder Paige, imported by the Dragon Motor Car Co., Ltd. The old Paige always had a reputation for quality and the new model fully upholds that reputation.

The car tested was a seven-seater of handsome and imposing appearance, the body being painted maroon and the wings black. A plated radiator shell is fitted with a filler cap incorporating a Boyco motorometer, whilst double bar plated bumpers are fitted front and rear. The headlamps are of the plated drum type, with coils lamps to match and the wheels are disc with detachable rims, fitted with Good-year cord tyres. The instrument board is a particularly neat piece of work, the instruments (speedometer, clock, ammeter, petrol and oil gauges) being mounted in the centre under a glass panel and illuminated by a concealed lamp, thus obviating that annoying dazzle from some types of dash lamps. Tinkern front and rear axles are fitted, the springs being

semi-elliptic with Gabriel snubbers.

The engine is a six-cylinder of 33 1/4" bore x 5" stroke, the R.A.C. rating of which is 33.7 h.p., but the engine develops at least 70 h.p. on the brake. Cooling is by water pump and fan, the circulating system being fitted with a sulphur thermostat. The dynamo water pump distributor and camshaft are driven by an adjustable timing chain. Battery and coil ignition is standard, but a magneto is an optional fitting.

On taking over the car, I was struck by the deep comfortable upholstery, this impression being heightened on the road test when, in conjunction with the extremely efficient springs and snubbers, all road shock were damped out, the car riding steadily and comfortably. The objectionable sideways experienced when cornering with some cars was also entirely absent. The engine started as soon as the starter button was pressed and the changes up to 3rd. gear proved to be delightfully easy, an efficient clutch stop no doubt contributing to this. I first took the car

through the traffic of Queen's Road-East and found that it was a delightful car for traffic driving, it being quite possible to throttle down to less than a walking pace on top and then accelerate to 20 m.p.h. in a few seconds without shock or jar. The car was then driven round the island, and with four passengers on board I only found it necessary to change on the lower part of Shaukiwan Hill, top being engaged on the landing half-way up. Second was also required from about halfway up the second portion of Dairy Farm Hill. The change down is quite easy and effortless, providing double declutching is resorted to. The maximum speed of the car, I should imagine, is well over 70 m.p.h., 30 m.p.h. being obtained with a barely opened throttle.

Altogether, this is one of the best American cars I have handled and should obtain a ready sale among the fastidious motorists of the Colony. The Dragon Motor Car Co. could not give me a definite price as the car has only just arrived, but this will be announced as soon as possible.

For Car Buyers.

The complaint occasionally laid against British manufacturers, that their catalogues do not convey sufficient information for the potential purchaser, located probably many thousands of miles overseas, cannot be urged against the new export catalogue recently issued by the Sunbeam Motor Car Co., Ltd. This list runs to forty-eight pages, and is lavishly illustrated with views of the Sunbeam works and of the entire range of Sunbeam cars. Very complete specification details are given together with other information necessary to the buyer of a car.

Remember that the position of the rear wheels counts most in trying to "make" a parking space. Rear wheels do not track the front wheels, which explains why the rear of the car will be far away from the curb when the front end is placed exactly where you want it to be. The stunt in parking and in "fine" steering around the garage or in a traffic tangle is to first place the rear wheels where you want them; the front ones will follow easily enough.

Alive

HERE'S energy—animation—life—an insistent activity to "do the job"—there's all that about a Columbia Storage Battery.

That's why motorists everywhere speak of that Columbia "difference" in standing up with the required ignition voltage even while subject to a long starting drain that would run down the ordinary battery.

Our specialty is service, and we will prolong to the utmost the life of any storage battery you may be using. But when the day for a new purchase arrives—as you expect it to eventually—we will demonstrate "Columbia Reserve Power" so effectively that you simply will insist on putting it in your car.

"Our service at your service"

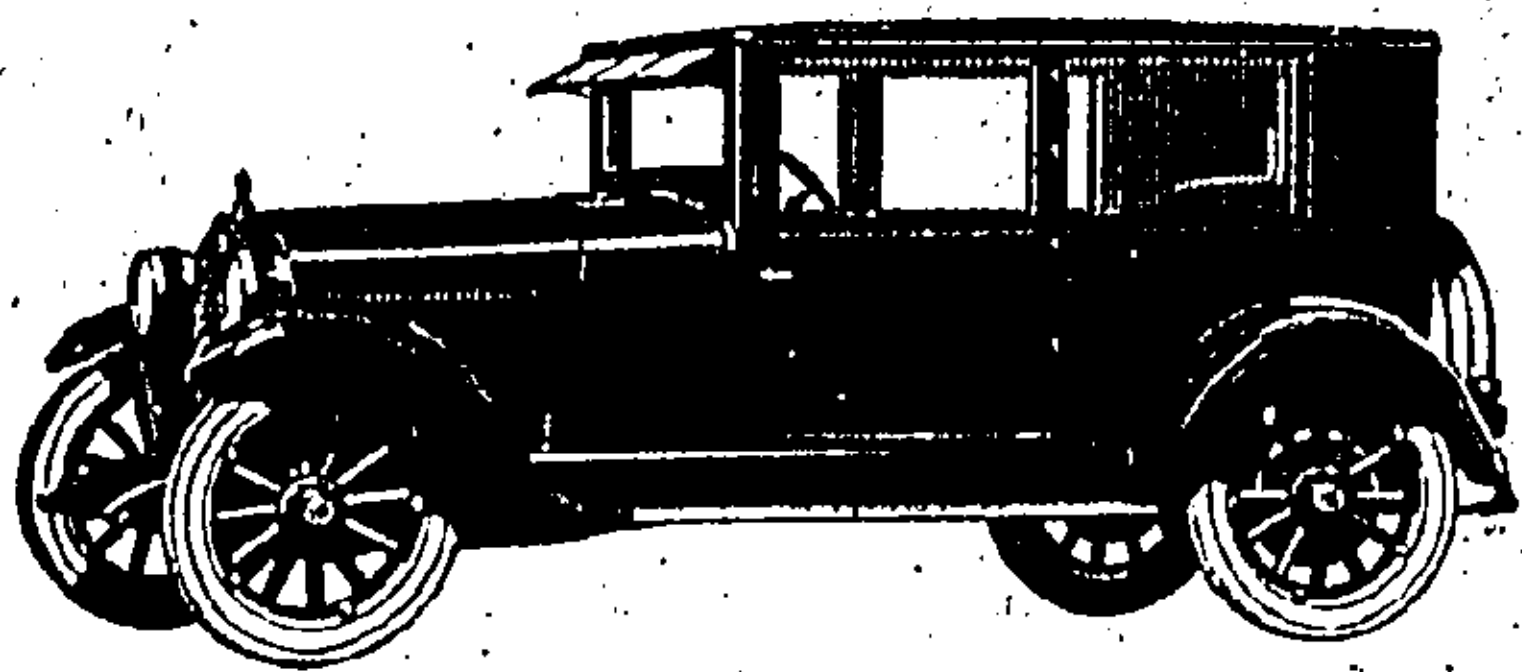
THE DRAGON MOTOR CAR CO., LTD.

Export and Consignee European Superlatia
Telephone C. 3959, A. J. Allison, Service Manager

Columbia
Storage Battery

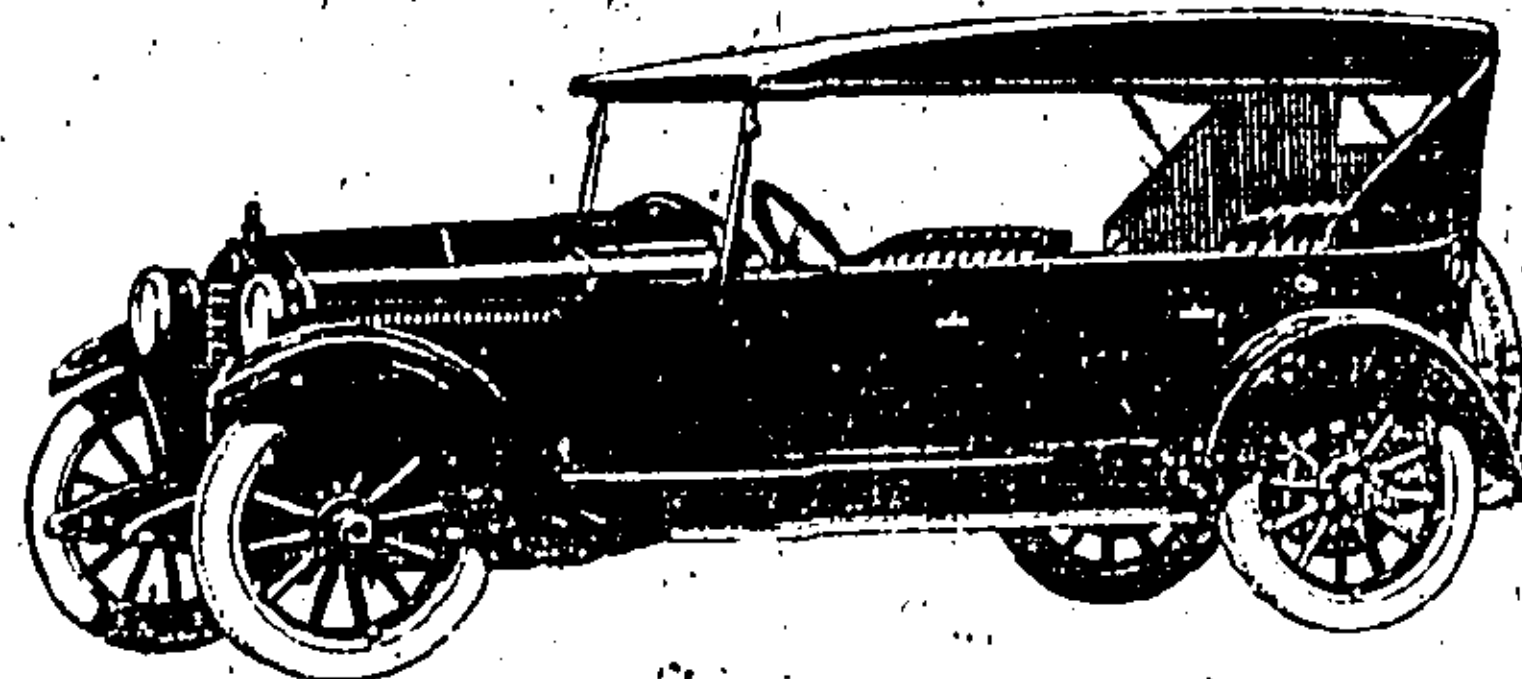
The New ESSEX

A SIX



5-passenger Essex Coach complete with Disc Wheels, Cowl Lamps, Five Cord Tyres, and Nickel Trimmings. \$2,800

5-passenger Essex Touring complete with Disc Wheels, Cowl Lamps, Five Cord Tyres, and Nickel Trimmings. \$2,375



Built by Hudson Under Hudson Patents

And the price is much less—the most outstanding value ever offered by Essex. With lower price you get an even more attractive body and a six-cylinder motor built on the principle of the famous Hudson Super-Six.

In everything that counts for long satisfactory service at low cost the new Essex combines the best details from both Hudson and the former Essex.

We Ask This Test: Take a Ride

You will enjoy it—that's certain. See how

handling is simplified. Starts at the touch of your foot. Steers easily as a bicycle. And how easy gears shift. Easy to park too. Its low center of gravity makes safe and comfortable driving on all roads at all speeds. Simple to keep in first class condition. Requires little attention. Lubrication for the most part is done with an oil can. Mileage on fuel, oil and tires is exceptional. You too will say: "the new Essex provides ideal transportation."

A 30 Minute Ride Will Win You

THE DRAGON MOTOR CAR CO., LTD.



Latest Models on View at our Show Room and Service Station. Come and see them.



Wong Nei Chung Road, Happy Valley.

Telephone Central 3950.

Special Announcement

WE have been appointed SOLE AGENTS for the famous English—

GARNER

PASSENGER BUSES
AND TRUCK CHASSIS

Manufactured in Birmingham, England.

In June next we shall receive—

One 24--- Passenger Bus, Complete

and

Two 2---Ton Truck Chassis

all of which are equipped with pneumatic tyres.

ASK US ABOUT THE GARNER!

THE HONGKONG & KOWLOON TAXICAB CO., LTD.

Telephone No. 1036

ANENT BALLOON TYRES. In deciding whether to equip the car with balloon tyres the motorist should first make certain that the large section tyres would fit the fenders. Heretofore it has been a question of fitting tyres to the wheel sizes, but the fenders must be considered with the latest development in rubber. Some cars are designed with fenders following the curve of the wheels very closely, while others allow a very generous margin.

Then there is a very great difference in fender width, with the result that on one car a large section tyre might have ample leeway while on another it might scrape. As the new tyres gain in popularity fenders undoubtedly will be changed to meet the new requirements, but at present the motorist must use judgment in adding this new comfort feature. Inappropriate fenders would make balloon tyres not only impractical but unsightly.

Messrs. Jowett Cars, Ltd., of Bradford, have been making an investigation of the comparative costs of motoring and walking. They work out the total running cost of a light car, including petrol, oil, tyres and grease, at just over 0.7 pence per mile for two persons and luggage. Their investigation into the costs of the pedestrian's boot and sock repairs lead to the figure of 0.9 pence per mile for one person.

ENCLOSED CARS.

GAINING IN POPULARITY

A notable trend in the production and sale of American cars is the increasing proportion of enclosed models. Ten years ago, only fifteen cars out of every thousand were of the enclosed type, whereas now 350 closed cars are produced per thousand, or 35 per cent. Some manufacturers predict that within a short time the proportion will increase to 50 per cent.

This trend was shown at the recent Motor Car Show at New York, where 177 enclosed models were exhibited compared with 89 touring cars.

The increasing use of closed cars is the result of the realization that motor car transportation is a year-round necessity. In the past it was the custom to use cars only during the warm weather of the spring and summer seasons, and to put them in storage during the winter. Cold weather, snow and ice made motoring uncomfortable for the majority in open cars and many people were content to forego the advantages of personal transportation during the cold and stormy seasons. Others, finding that they must have the services of their cars throughout the year, discovered that the enclosed type gives complete protection against the elements in cold weather and is thoroughly comfortable and equally useful in the summer.

Professional men, salesmen, and all those who employ motor cars for business transportation, regardless of weather conditions, were among the first to adopt the enclosed type because of its all-the-year utility.

The fact that many women motorists prefer enclosed cars is playing an important part in the growing popularity of this type. They value the protection from cold winds, rain and dust afforded by the all-weather car, and enjoy a greater sense of privacy in it.

Another factor that is helping to increase the use of closed cars is that through larger production, the difference in cost between closed and open cars of the same make is being reduced. Enclosed cars can now be bought at prices which represent only a slight advance over the price of an open car built on a similar chassis, bringing the year-round utility of the sedan and coupe within the means of people who before could afford only a touring car or roadster.

The choice between the two types is a matter of personal opinion, but production figures point to the increasing popularity of the enclosed car. As an example, the Cadillac Motor Car Company, Detroit, U.S.A., builds eleven standard models on the Type-V-63 chassis, of which eight are enclosed and only three are open type.

JOHN I. THORNYCROFT AND CO., LTD.

OPEN INVITATION TO VISITORS.

There are pleasures and privileges awaiting visitors to the British Empire Exhibition, in addition to the extensive array of exhibits that will be staged for their inspection by British manufacturers. It will surely be a pleasurable experience to visit the stands and get into personal touch with British manufacturers whose names are widely known through the Empire, but who have hitherto been merely a name to those who use their productions, or may possibly do so.

The Palace of Engineering will be crammed with exhibits, representing world famous names, although in many cases the space is altogether inadequate to permit of a fully representative display. This fact explains why John I. Thornycroft and Co., Limited, cannot possibly do justice to their wide range of engineering productions beyond the few examples they will have on view. Hence, they cordially invite visitors interested in their productions to visit their well-appointed engineering works at Basingstoke, also their boat-building yards at Hampton-on-Thames, both of which are one hour's journey from London. Here visitors can inspect more fully and in greater comfort the building of Thornycroft motor vehicles, many hundreds of which are now employed in the Colonies for the road transport of goods or passengers; while at Hampton-on-Thames they may see Thornycroft motor-boats in course of construction, of which also many hundreds are now in service throughout the Empire. The firm are pioneer manufacturers in both these industries, and their productions have still a pre-eminent reputation to-day.

Any of our readers who contemplate visiting the British Empire Exhibition are asked to communicate with John I. Thornycroft and Co., Limited, before or after their arrival in London, at their headquarters, "Thornycroft House," Westminster London, S.W.1.

ROADSIDE JUSTICE.

When a motorist is accused of a road offence in Italy he has three alternatives: (1) To pay the policeman on the spot and obtain 50 per cent. reduction of the fine; (2) to send the full amount of the fine to the competent authority; or (3) to appear before the magistrate in due course and defend the case.—The Motor Cycle.



It's not the Wear
—It's the Care

Whether you are the owner of a private car or a business truck, you know that proper care and cleaning will save you money in the end.

Our work is satisfying scores of owners who wisely insist on having their cars in first class condition at all times. It will pay you to get acquainted with our service and prices.

The Dragon Motor Car Co., Ltd.

Expert and Constant European Supervision.

Telephone Central 3950. A. J. Allison Service Manager.

TRIUMPH

Britain's Most Famous Motor-Cycle

EQUIPPED READY FOR THE ROAD WITH ELECTRIC MAGDYNO LIGHTING SET AND BULB HORN.

ENGINE—4 h.p. Triumph, single cylinder, 85 x 97 m.m. bore and stroke, volume 550 c.c.; roller bearings to big end; decompressor.

TRANSMISSION.—Roller Chain front 3/4 x 3/4 in., back 3/8 x 3/8 in. The front chain is enclosed in an oil-bath gear case.

TANK.—Extra strong. Capacity: Petrol, over 2 gallons; Oil, 2 pints.

TYRES.—26 x 3 in. Dunlop Magna n.

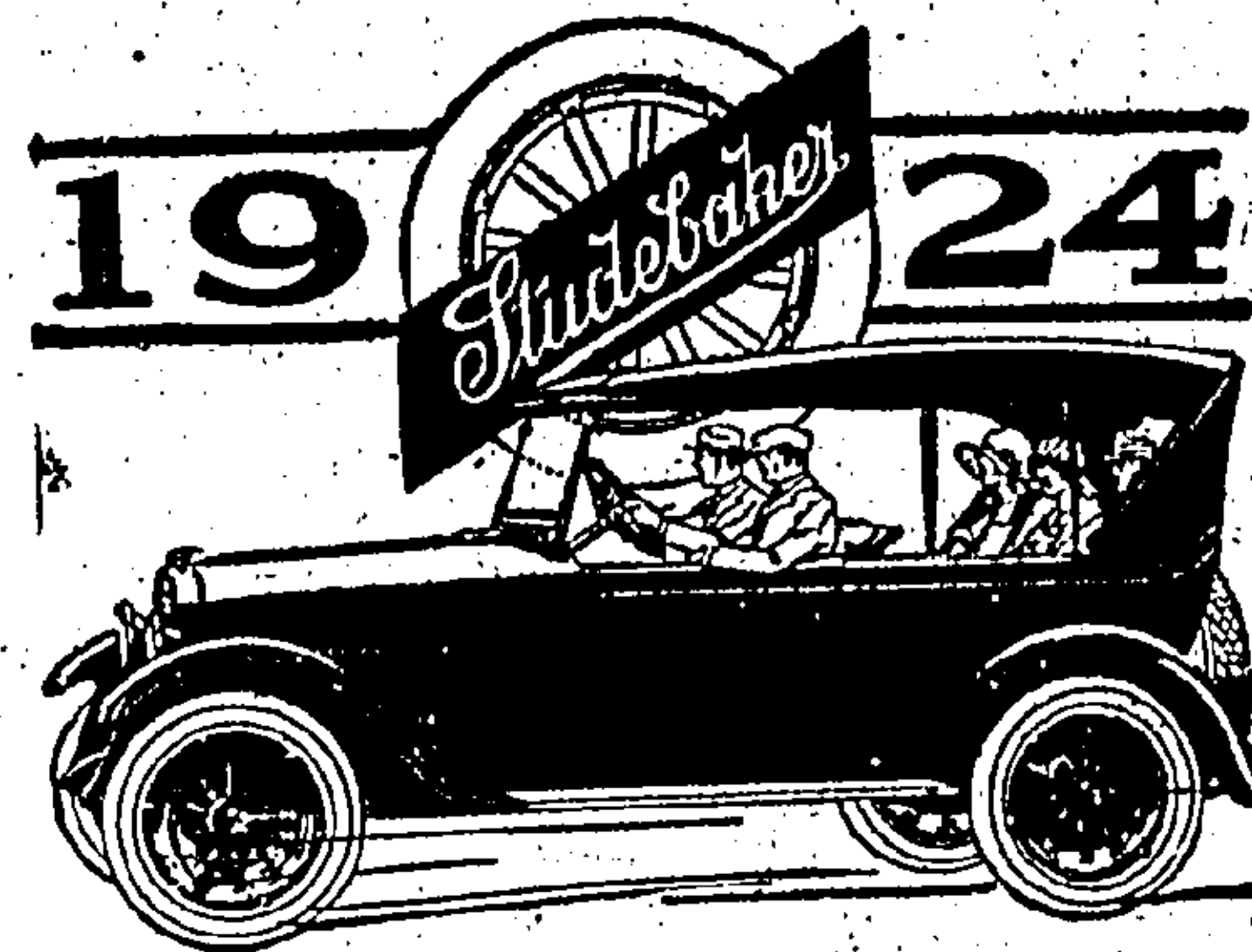
BRAKES.—Registered design compensating foot brake. Front internal expanding on wheel hub.

1924 Models on Show At—
Alex. Ross & Company,

(China) Ltd.

Bank of China Building, Duddell Street.

Telephone C. 2487.



1924 LIGHT SIX FIVE-PASSENGER TOURING CAR

Price \$2,700

Completely equipped.
Colour. Green or Black.
New Models Arrived.

Before deciding on your car obtain specification

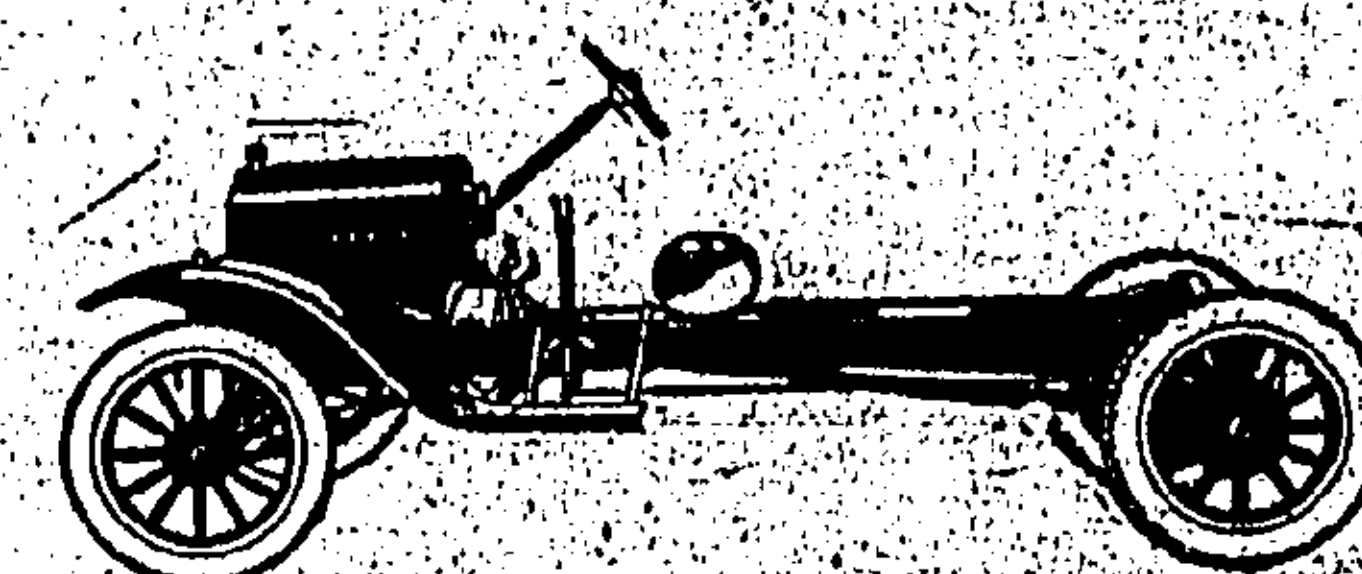
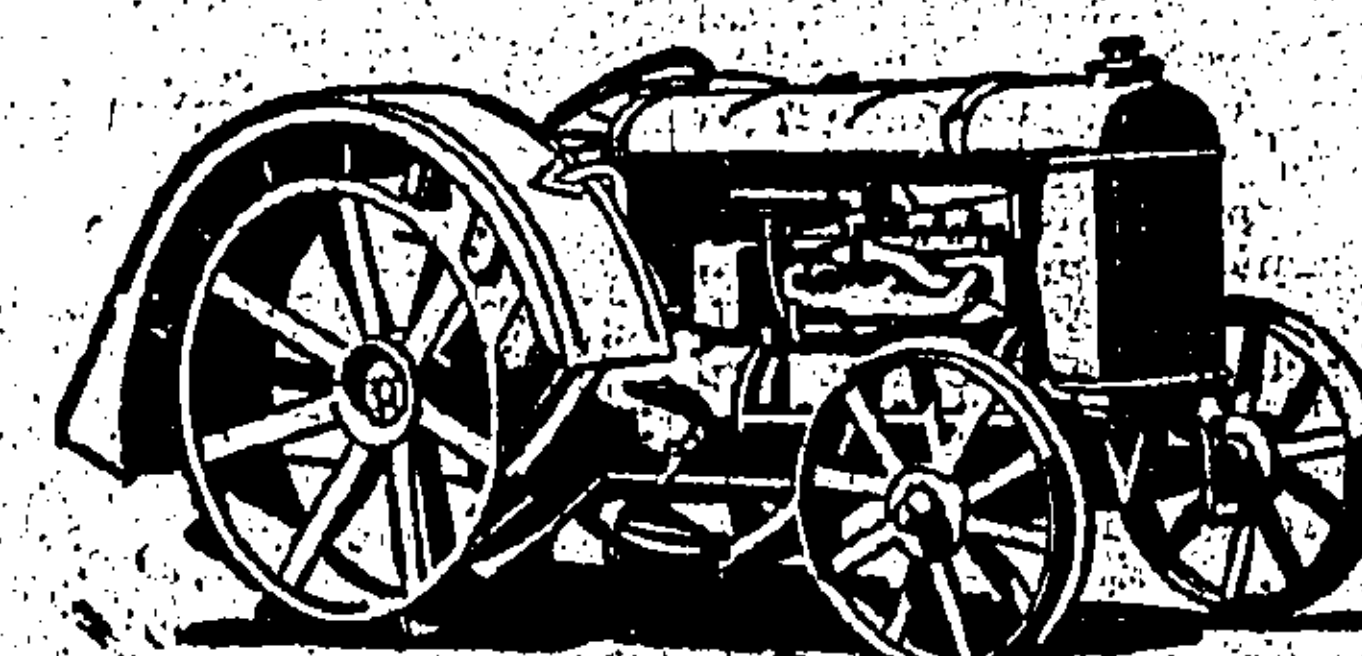
And let us demonstrate a 6 cylinder Studebaker.

The Worlds Greatest Light Weight Car.

Tel. 32 HONGKONG HOTEL GARAGE Tel. 32
THE HONGKONG AND SHANGHAI HOTELS LTD

Fordson

THE UNIVERSAL TRACTOR



In stock ready for delivery together with full stocks of spare parts. Apply—

ANDREW HARPER,

Authorised Ford Dealer
No. 2, Queen's Road, Central

DODGE BROTHERS MOTOR CARS

So universal is the car's reputation for long life, that exceptional mileage records no longer excite surprise.

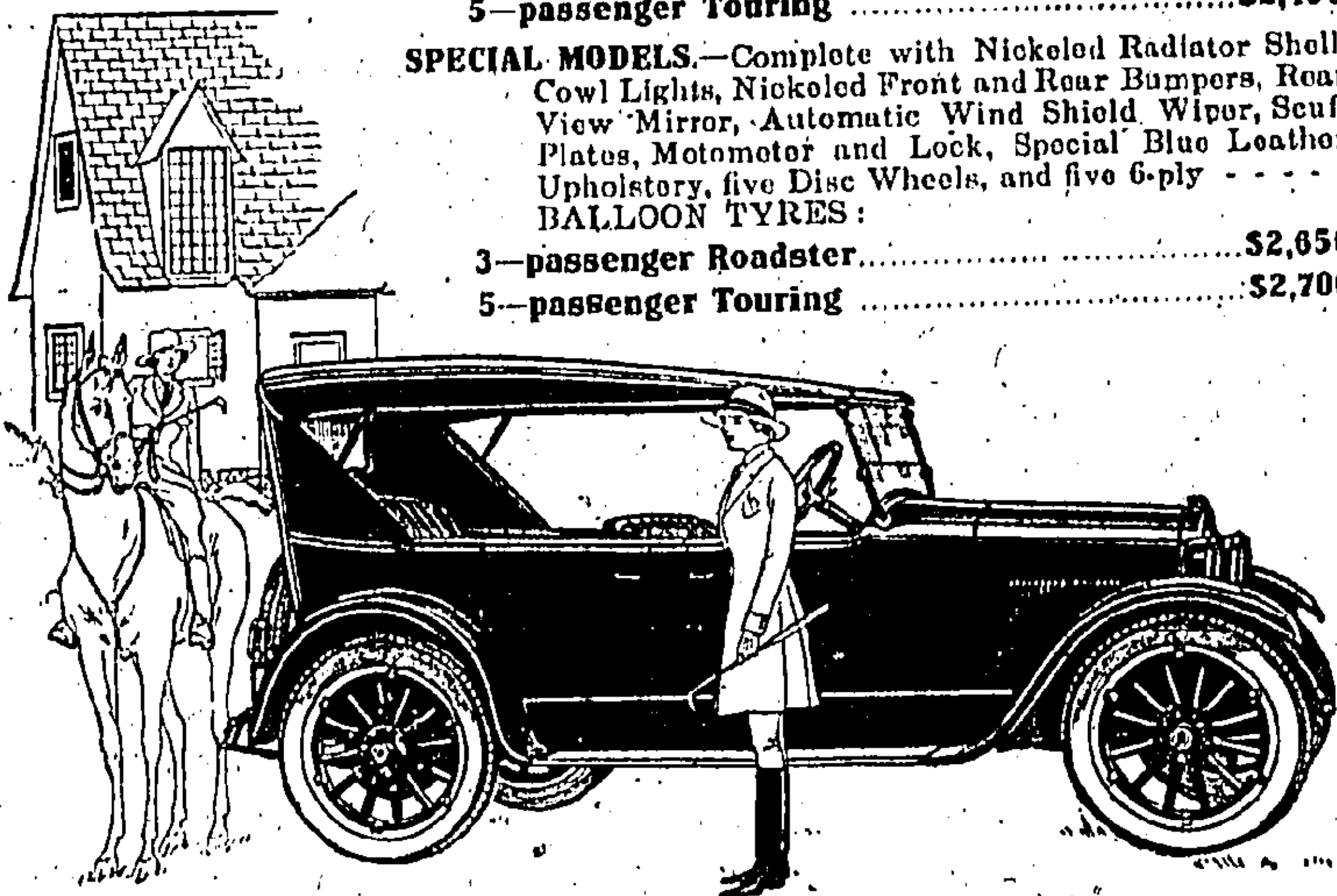
Touring Cars that were built by Dodge Brothers during the first year of their existence as motor car manufacturers, are still in active daily service.

STANDARD MODELS.—Complete with five Disc Wheels and five Cord Tyres:

- 3-passenger Roadster.....\$2,400
- 5-passenger Touring.....\$2,450

SPECIAL MODELS.—Complete with Nickle-plated Radiator Shell, Cowl Lights, Nickle-plated Front and Rear Bumpers, Rear View Mirror, Automatic Wind Shield Wiper, Seuff Plates, Motor and Lock, Special Blue Leather Upholstery, five Disc Wheels, and five 6-ply BALLOON TYRES:

- 3-passenger Roadster.....\$2,650
- 5-passenger Touring.....\$2,700



The DRAGON MOTOR CAR Co., Ltd.

Registered Head Office and Show Room.
Wong Nei Chung Road (Happy Valley). Telephone Central 3950

RUMOUR DENIED.

OFFICIAL STATEMENT BY BUICK MAKERS.

In view of a great many rumours which have prevailed of late regarding the manufacture of the Buick car, the General Motors Export Company, of New York, which controls Buick sales, have sent to all dealers a letter of denial. Such a letter has just been received by the Hongkong and Kowloon Taxi-cab Company, local agents for the Buick, and we gladly give it publicity. The letter, dated March 1st, states:—Gentlemen:—The immediate and striking success of the new 1924 Buick was such as to play havoc among its immediate competitors. Doubtless by some of them, rumours were set on foot that Buick was being sued by another manufacturer, specifically mentioned, for patent infringements.

As these rumours became more widespread, interested parties added to them, until a number of people not having sufficient immediate knowledge of the motor car business, to appreciate the fallacy of the story were led to believe that Buick was actually paying this other manufacturer a royalty per car.

So far as it is known no part of this story has ever appeared in print in any American publication for obvious legal reasons. However, it was always part of the rumours that a friend of some one knew some one else who had seen the story in print.

As regards the general public, Buick has always maintained a dignified silence regarding this ridiculous story, and has never noticed it to the extent of publishing any statement broadcast. However, it was finally felt that for the benefit of any dealer who would be helped by a written statement should some prospective buyer be misled by this rumour, it would be fitting to inform all distributors definitely of the falseness of this rumour.

Therefore, under date of November 22, 1923, the following statement was issued, addressed to dealers and customers by the President and General Manager of the Buick Motor Company:—

As one or two of our distributors have informed us that this rumour has been spread to several countries outside of the United States, doubtless due to the same sources, we thought it best to pass Mr. Bassett's letter along to you. You are at liberty to make such use of it as you see fit, although we feel that in most instances it is unnecessary and undesirable to dignify rumour of this character by a public denial. Yours, etc.

(Sgd.) L. H. KURTZ,
Director of Advertising.

Mr. Bassett's letter was as follows:

To Dealers and Customers:—While we all realise that unfair methods employed by any company or individual will act as a boomerang and eventually retard the prosperity of the originator, we feel called upon at this time to state that reports being circulated to the effect that the Buick Motor Company has been sued by one of its competitors for patent infringements are absolutely untrue and without foundation in any way, shape or manner.

As long as the buying public continue to appreciate our present design, as it certainly seems to, there is no intention on the

A. C. RECORDS.

ANOTHER BRITISH ENGINEERING TRIUMPH.

We have received the following letter from Mr. S. F. Edge, the famous motor expert:—

Sir:—At the beginning of the new Brooklands Season, I have been looking over the records standing at the end of last season and find that the Amazing A. C. holds 85 records in all, more than all other cars put together in the three classes open to the A. C.

The Amazing A. C. holds in Class A (maximum capacity 1639 c. c.) every record without exception.

The Autocar says:—"the most coveted record of all"; and the Amazing A. C. holds it, of course, —101.39 miles in one hour in the 1500 c. c. Class.

Finally, the Amazing A. C. made the fastest climb of Brooklands' test hill, open to every car irrespective of engine power, in the world, with the time of 8.28 seconds.

I think you will agree that the A. C.'s performance as shown in these figures is wonderful and I think your readers will be pleased to hear that, once more British Engineering challenges the world.

Yours, etc.,
S. F. EDGE.

London, March 15th.

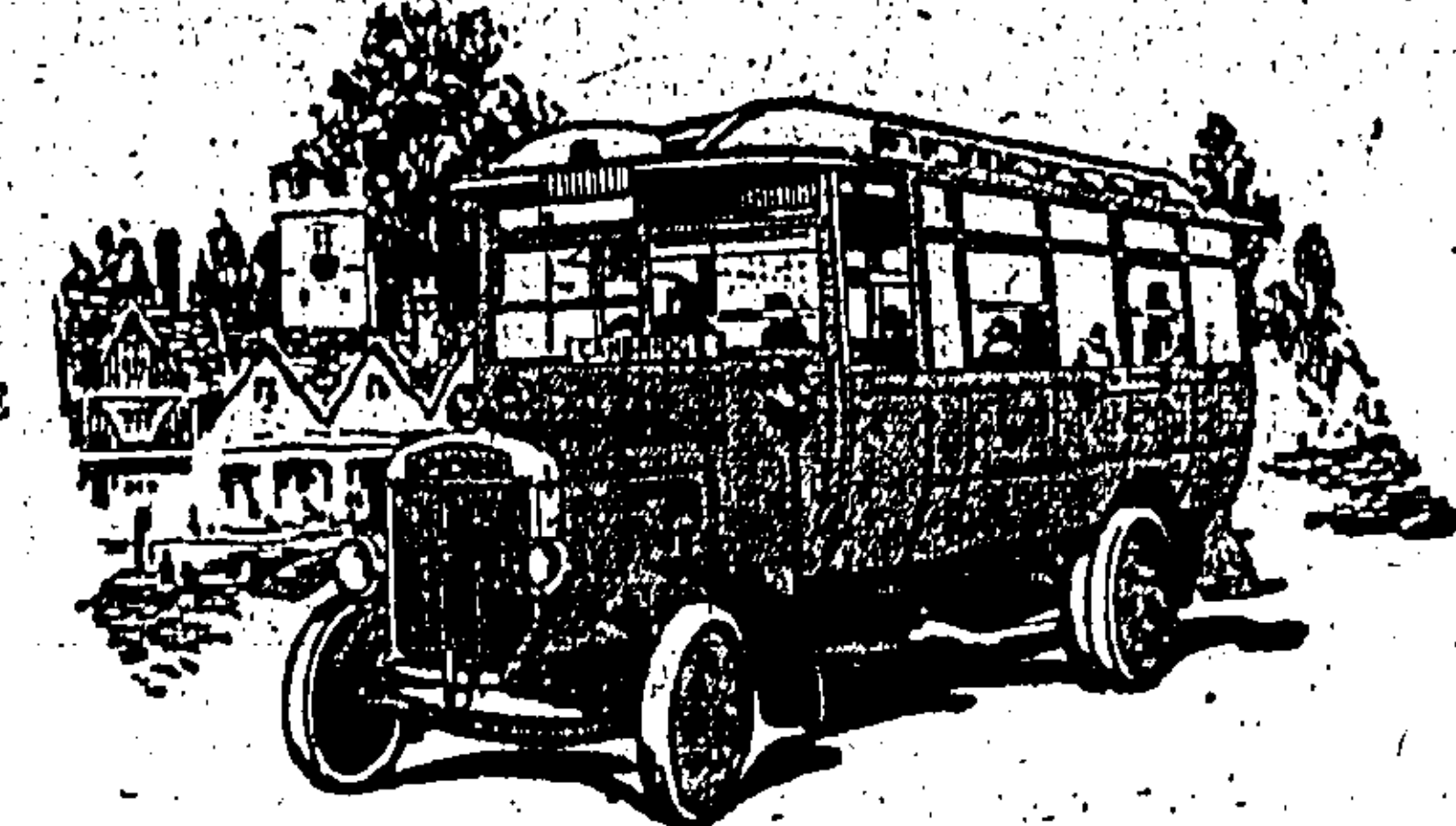
part of this company to make any radical changes.

We feel that you are entitled to the above information as a contradiction to propaganda being circulated by competitors who desire to retard our sales. You can emphatically state that such reports are absolutely without any foundation whatsoever.

Yours, etc.,
(Sgd.) H. H. BASSETT,
President and General Manager,
Buick Motor Company.
November 22nd, 1923.

THORNYCROFT

COMMERCIAL VEHICLES
A TYPE FOR EVERY REQUIREMENT
For Passengers or Merchandise



TRUCKS
FOR HAULAGE
FROM—
2 TO 6 TONS

BUSES
SPECIALLY
DESIGNED
FOR THE
COLONY.

BRITISH BUS FOR BRITISH COLONY
TRUST A
THORNYCROFT
WITH YOUR
TRANSPORT
SERVICE and ECONOMY
SPECIFICATION and PRICES
HONGKONG HOTEL GARAGE
Tel. 32. THE HONGKONG & SHANGHAI HOTELS LTD.

LYMPNE GLIDER CONTEST

87½ MILES

flown on 1 gallon

of Shell!

Flight-Lieut. W. H. Longton, in his great achievement on a Wren Monoplane, in the "Daily Mail" £1,000 Prize Glider Contest at Lympne, used

SHELL

SPIRIT

PERFORMANCE IS PROOF!
THE ASIATIC PETROLEUM CO., LTD.

NOTICE TO ADVERTISERS.

Firms desiring to avail themselves of the publicity facilities presented through this supplement, are requested to send copy not later than the Wednesday preceding publication.

PROOF

The fact that practically all the makers of the best English cars fit

DUNLOP

CORDS

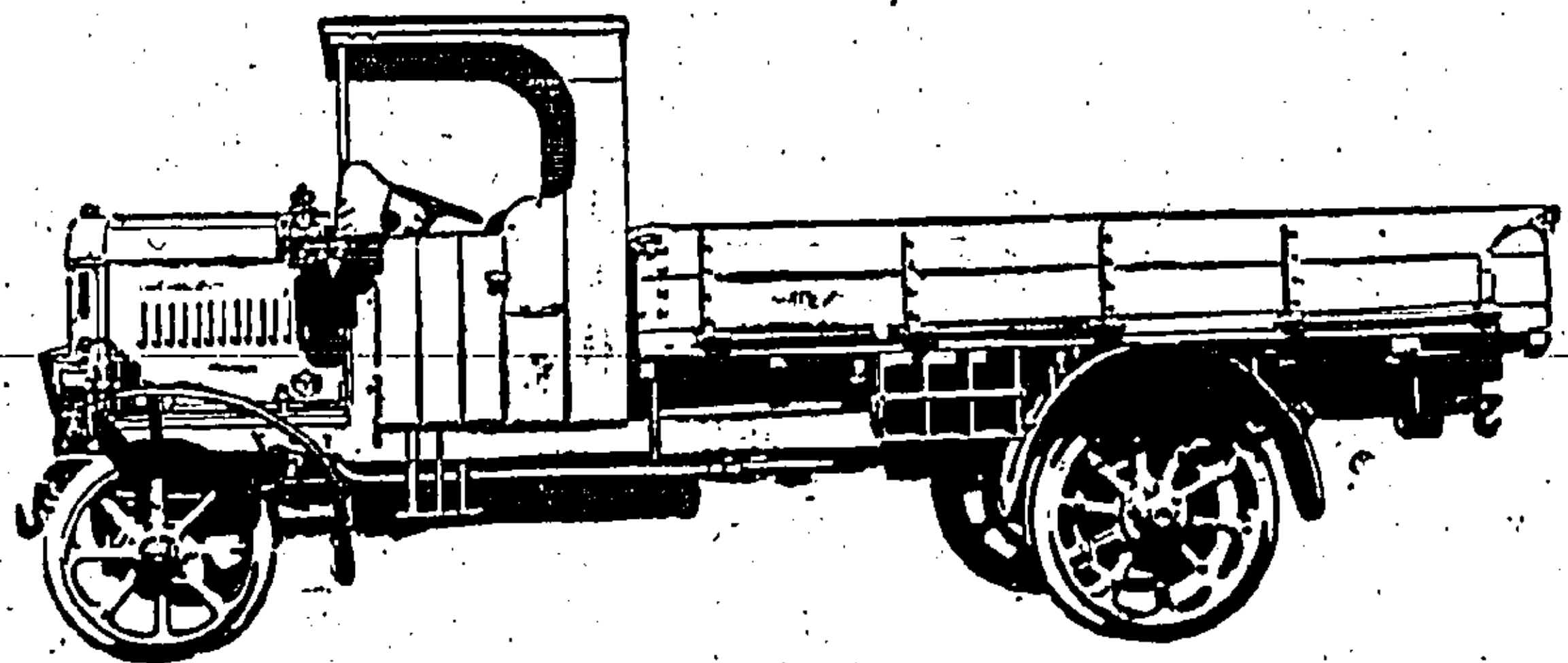
as standard equipment, is indisputable proof of Dunlop superiority. You cannot adopt a safer policy than to take your cue from the people who know best, the Car Manufacturers. Remember too, every Dunlop tyre in the Colony has this important protection behind it, viz., the personal protection of the Manufacturer's own Branch organisation on the spot.

THE

Dunlop Rubber Co. (China), Ltd.
Phone C. 4554. St. George's Building, Canton Road, HONGKONG.

OBTAINABLE FROM ALL LEADING GARAGES.

As supplied to The Hongkong Government and other authorities.



"If the writer were asked to sum up the 'Dennis' 2-2½ tonner

HE WOULD DESCRIBE IT AS AN ESSENTIALLY HIGH-CLASS, WORM-DRIVEN MACHINE, BUILT ON THE ORTHODOX LINES OF BEST ACCEPTED STANDARD PRACTICE. THERE IS NOTHING EXPERIMENTAL OR DARING IN THE DESIGN. THE CHASSIS IS JUST A REPRESENTATION OF RIPE EXPERIENCE ACCUMULATED OVER TWENTY YEARS OF SOUND WORK."

How could you describe in fewer words the essential features of the machine you need for your transport services. Here you have up-to-date design, soundness of construction, quality of material, dependability—all combined with, and benefiting from, an experience of motor manufacture which dates back beyond the passing of the Light Locomotive Act, in 1895.

BRIEF SPECIFICATION:—

30 h.p., 105 x 150 mm. engine, forced lubrication to working parts by gear-driven pump, large oil sump in crankcase, high tension waterproof magneto, external Perodol-lined clutch, gate change 4-speed and reverse gearbox, with direct drive on 4th speed, steering by worm wheel sector, Dennis worm-driven back axle, etc. The hand brake is of the expanding type, and the foot brake acts on a drum behind the gearbox, both brakes being easily adjustable by hand, built in accessible positions. All chassis are fitted with front mudguards and Dunlop solid tyres, and supplied with 1 head, 1 tail and 2 side lamps, tool kit, lifting jack and horn.

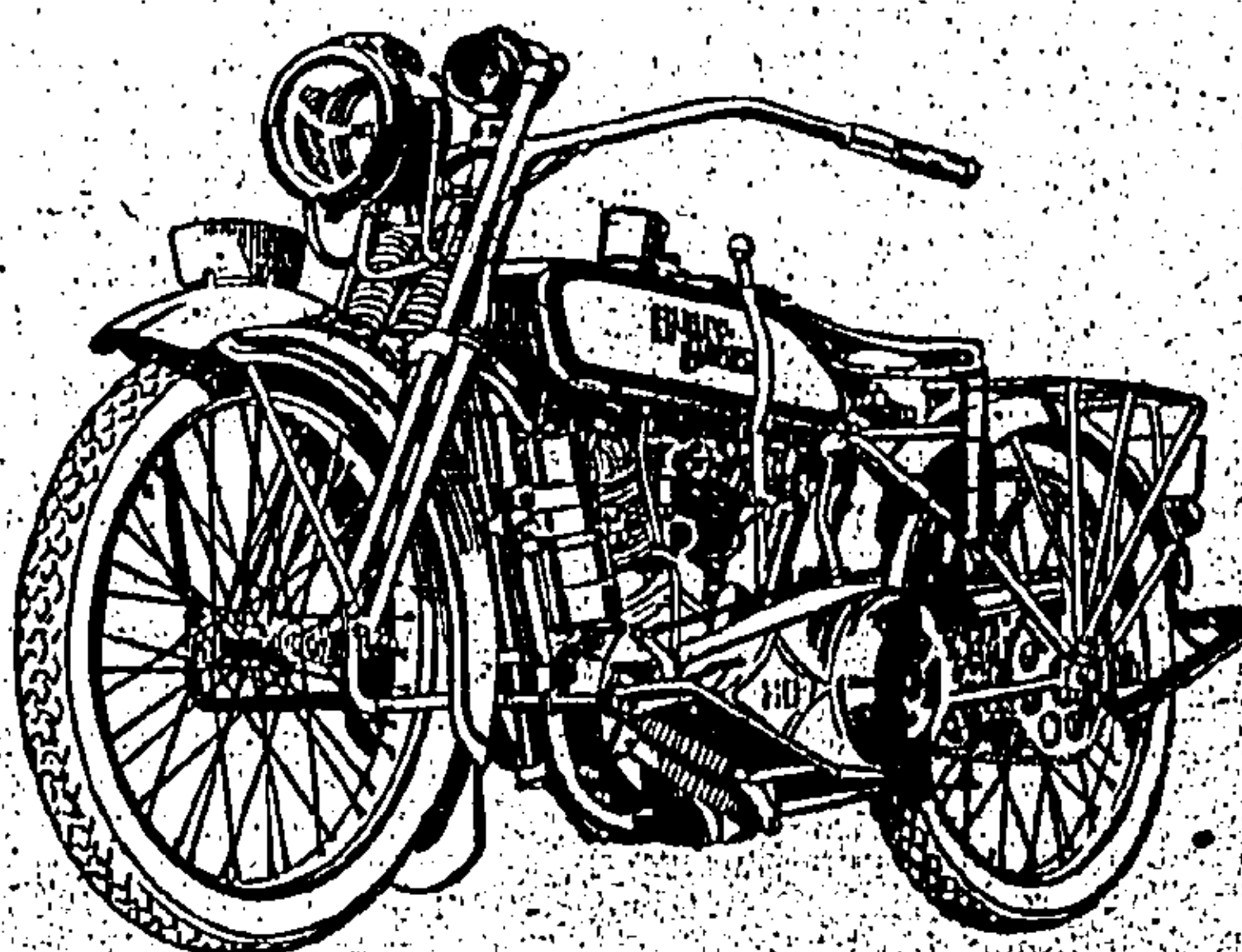
THE
DENNIS
2-2½ ton Model

Write for leaflets of models in which you are interested.

Alex. Ross & Company
(China) Limited.

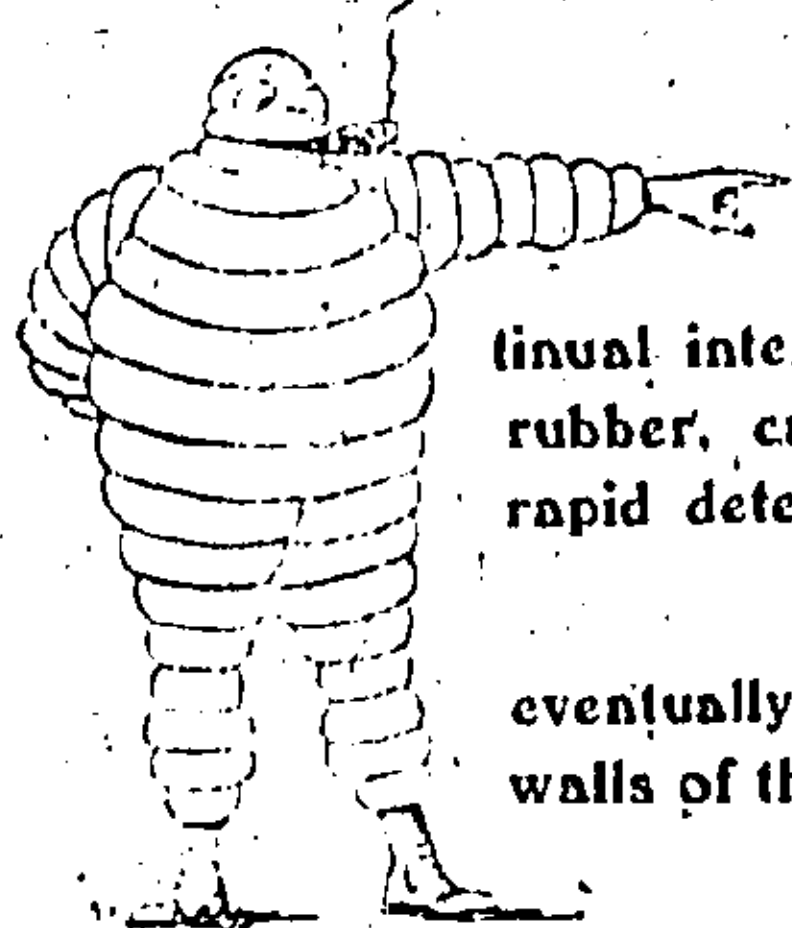
Bank of China Building, Duddell St.
Telephone C.2487

HARLEY DAVIDSON



1924 MODELS IN STOCK FOR
IMMEDIATE DELIVERY
SHEWAN TOMES & CO.
Sole Agents. Tel. 781.

HOW TO GET GOOD SERVICE FROM MICHELIN TYRES



Keep tyres pumped up to correct pressure for the load they have to carry. We can tell you what this should be.

When tyres are under inflated there is continual internal friction between the foundation cord and the rubber, causing overheating of the tyre and consequent rapid deterioration.

Water can also enter causing rust, resulting eventually in the rims having sharp edges which cut the walls of the tyre near the bead.

Most cars in Hongkong run on under inflated tyres with the above disastrous results.

Have your wheels examined front and rear for trueness and tracking alignment. If they are at fault in this respect the tread of the cover is subject to a grinding action which quickly destroys the cover.

Keep tyres free from oil and grease.

Start and stop gently and take corners slowly.

Lastly—buy MICHELIN tyres from us and follow the above advice and tyre satisfaction is assured.

EUROPE-ASIA TRADING CO.

Telephone 3438. China Building, 1st Floor.

NERACAR

Reliability
Economy
Comfort



Cleanliness
Simplicity!
Safety.

THE LIGHTWEIGHT MOTOR CYCLE WITHOUT A PEER

With the advent of the "NERACAR" and clean two-wheeled transportation, the best known families of Great Britain are taking to this economical and comfortable means of transportation. Prominent among English users are the following:

The Earl of Haddington, M.C.
The Earl of Beville.
The Earl Fitzwilliam, K.C.V.O.
Col. E. V. North, C.M.G., D.S.O.
Col. Sir Edward Ward, Bart, G.B.E., K.C.B., K.C.V.O.
Lt. Col. C. Winterville, D.S.O.
Capt. L. F. Sloane Stanley.
Professor E. Emrys-Roberts.
Dr. J. P. Broom, M.B.E.
Dr. E. H. Felton, M.B.E.
The Rev. F. W. Hassard Short, M.A.C., T.A.
and many others too numerous to mention.

Her Grace the Duchess of Malborough.
The Marchioness of Headfort.
The Lady Joan Wentworth Fitzwilliam.
The Lady Donatia Wentworth Fitzwilliam.
The Lady Mary Stuart Wortley.
The Lady St. Germans.

100 to 115 miles per gallon of gas; 35 miles per hour. This means safe, sane driving without speeding.

Free demonstration. Sold on easy terms.

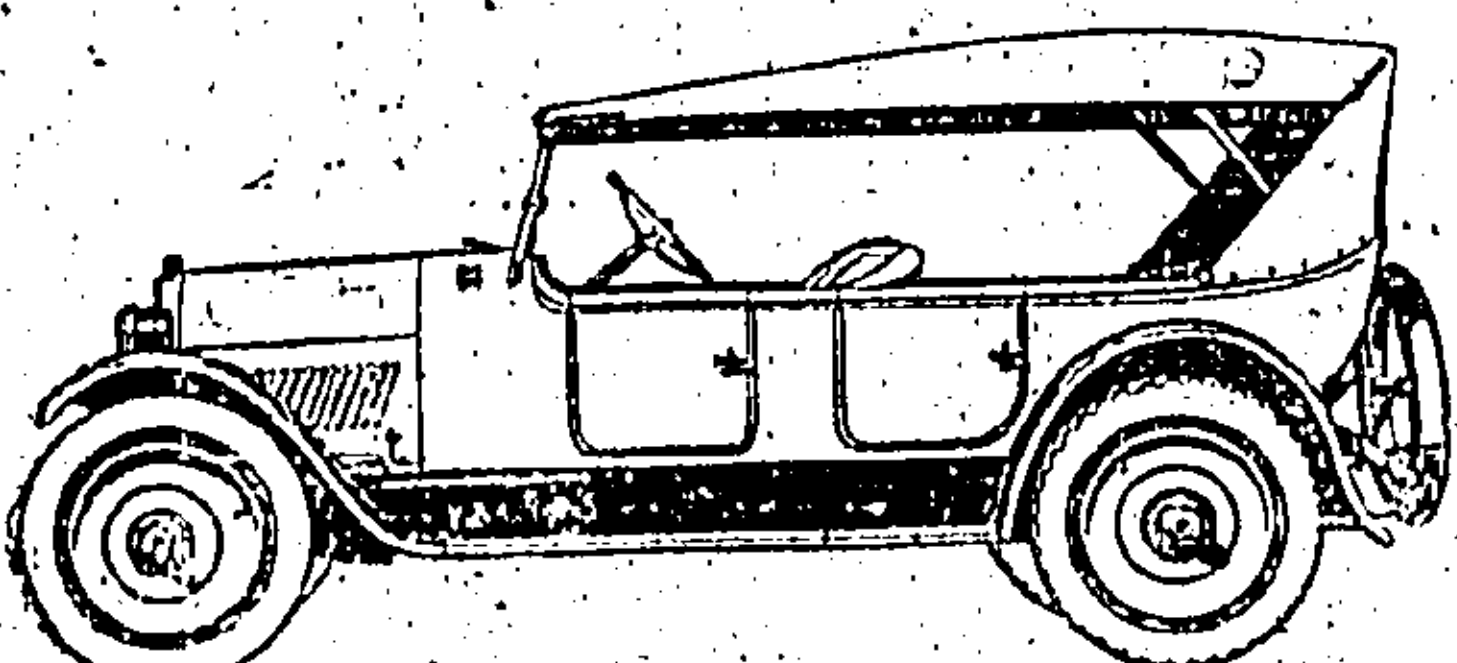
DE SOUSA & CO., LTD.

Sole Agents for South China.

2nd Floor, St. George's Building.

Tel. No. Central 1264.

Oldsmobile



Price \$2,500 fully equipped including.

Disc Wheels, Spare Cord Tyre & Tube, Double-Bar Bumper.

The Oldsmobile Four Cylinder Five Passenger Touring Car now sells at a price heretofore unknown in its class. It offers you a buying opportunity that you cannot afford to overlook.

CARROLL & CO.

Telephone Central 2401.
Distributors.

MOTOR-CYCLE RACES IN ENGLAND.

A Bill was presented by Colonel Moore-Brabazon in the House of Commons recently to permit motor-cycle road races in England during four days in the year.

The object of the Bill is to have the tourist trophy races held on the mainland instead of in the Isle of Man.

A sparsely-populated area would be chosen, so that the closing of the roads for the time being would not disturb ordinary traffic.

Provisions are made for the safety of the public, and organisers would have to obtain permission from the Ministry of Transport and the County Council concerned.

ABOUT BRAKES.

INTERESTING CHAT ON EFFICIENCY.

Motorists rarely worry much about the brakes on their cars for the simple reason that nearly all types are adequately good. Yet there is an enormous difference in the efficiency of varying types and the manner in which they operate on different cars.

For the purpose of the moment, says a writer in a Home paper, we are leaving out of our consideration the latest development of four wheel brakes. They are in a class of their own, and when properly fitted and properly used give unquestionable advantages on most cars.

But apart from the question of front wheel brakes why is it that the older types still vary so enormously in the efficiency of their performance? People like myself who are continually trying different makes of cars notice this marked variation of brake efficiency.

There are so many factors to account for the varying brake power of different cars that it is not always easy to give the probable reason for efficiency, or comparative lack of it in any given case.

But, personally, I incline to the opinion that it is largely akin to the acceleration problem. If we have (shall we so call them?) "100 acceleration units" to a one-ton car we shall obviously get better results than when the same acceleration power is applied to a similar car of 25 cwt.

And in looking round for cause and effect in regard to varying brake power achievements, I think we find a similar solution to our problem.

If we have "100" stopping power units in our brakes they will again show to markedly greater advantage on a car weighing a ton by comparison with the same car loaded to 25 cwt.

ROOM FOR IMPROVEMENT.

In regard to the power of our engines to the weight of the car, we have more or less defined ratios for anticipated acceleration achievement. But in regard to negative efficiency—we do not seem to study the problem with such close application; just why, goodness only knows.

I suggest, therefore, that the time has come when the brake efficiency of our cars should receive the necessary measure of attention to ensure an average achievement more approximating to the known highly efficient performances.

One does not like to make comparisons, but, I could pick you out half a dozen makes of car in which braking efficiency is pronouncedly good.

I cannot give you any in which it is pronouncedly bad, but there is a big gap between the average and the pronouncedly good. My contention is that that gap should no longer gape.

IMPROVED DESIGN WANTED. Many people think that it is essential to have a differential operative brake, in order to ensure maximum efficiency. In theory the belief is based on sound mechanical facts; but in practice these facts can be made non-operative—even at the slowest car speeds for which brake efficiency is desirable.

Another point is the better efficiency of the external type of band brake, a la one or two leading British cars, and most of those from the other side of the herring pond.

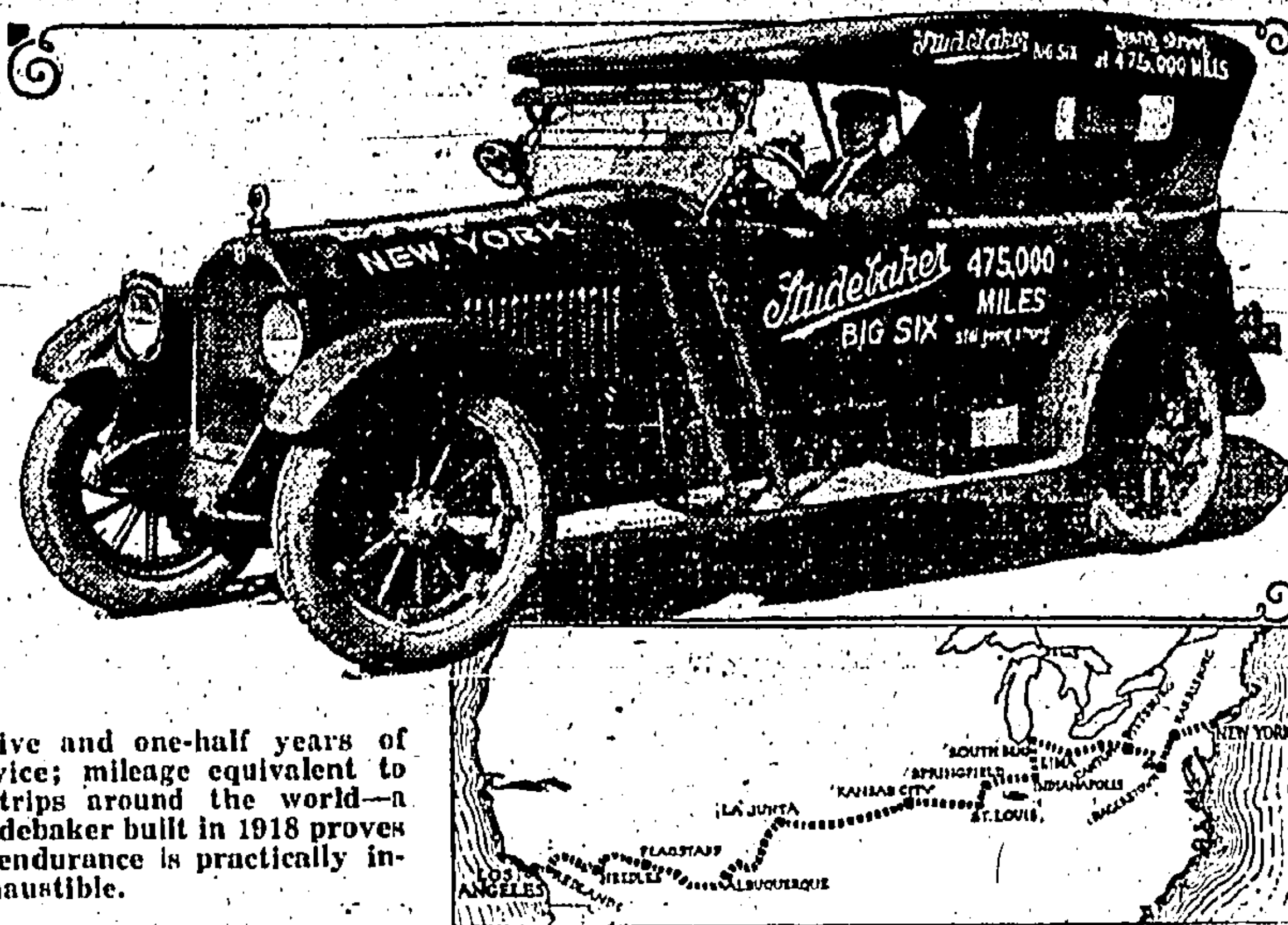
Against its claims we have mud, damp, and unsightliness as counsel for the prosecution. Why on earth have we not yet got a design for all-enclosed externally operating brakes? It can't really be so difficult of accomplishment.

I've threatened to design such a brake myself, and if someone does not produce it soon—well, I will! I'm sure it can be done, not only as a mechanical achievement, but also as a commercial proposition. It would be a step forward on the ladder of infinite length—Perfection.

POINTS TO WATCH.

- 1—Oil and water pumps.
- 2—Wrist pins, piston rings.
- 3—Timing gears and chains.
- 4—Springs and spring bolts.
- 5—Clutch yoke and bearings.
- 6—Valve and camshaft parts.
- 7—Universal joints and shafts.
- 8—Battery and electrical units.
- 9—Brake gear and brake lining.
- 10—Rear axle gears and shafts.
- 11—Wheel bearings and splines.
- 12—Transmission gears and bearings.

VETERAN MOTOR CAR WITH RECORD OF 475,000 MILES.



Five and one-half years of service; mileage equivalent to 19 trips around the world—a Studebaker built in 1918 proves its endurance is practically inexhaustible.

One frequently hears of transcontinental runs made by new cars. But here is one recently accomplished in the United States by a veteran Studebaker Big-Six touring car, which had travelled over 475,000 miles.

With a record for service totaling nearly half a million miles—this Studebaker Big-Six touring car, built in 1918, recently left Los Angeles on a triumphal trip across the United States. The distance from the starting point to New York City is over 4,000 miles. But this patriarch of motor cars covered the distance on schedule time. Never once did it encounter any mechanical difficulty. Only three forced stops were made—to repair punctures.

To Go in Studebaker Museum

Not content with one trip across the continent in midwinter, the Big-Six was headed westward a few days after it arrived in New York. It visited Philadelphia,

The course of the trip—a distance of over 4000 miles. The route took the Big-Six over desert wastes, mountain trails, mudlogged roads and snow-covered passages.

Cleveland, Chicago and finally South Bend, Indiana, where the main Studebaker factories are located. Here it has been placed in the Studebaker museum along with the exhibits of other historic cars and carriages that Studebaker has built during the seventy-two years it has been in business.

In Newspaper Service 3 Years

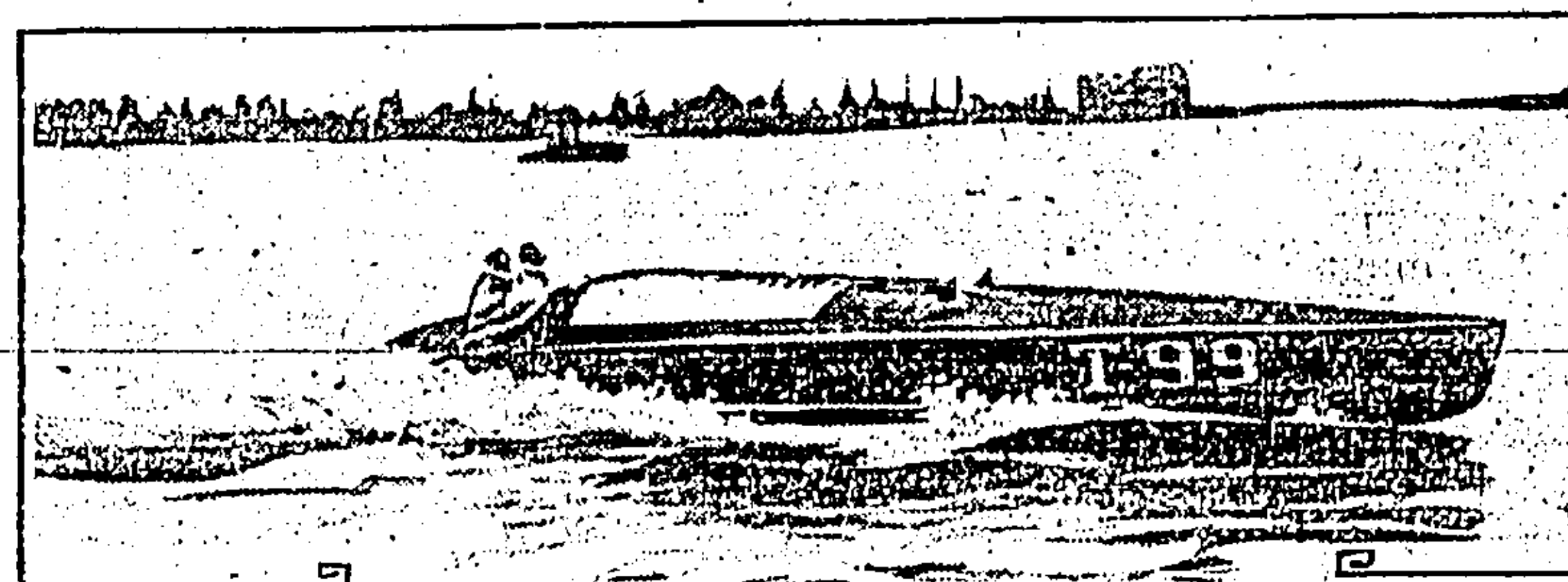
The veteran Studebaker attained its huge mileage through constant daily service over California mountain roads. The first owner drove the car 94,000 miles. Then it passed into the hands of the Associated Transit Company of Los Angeles.

Daily, for three years, this concern used the Big-Six to carry a three-quarter ton load of Los Angeles newspapers into the heart of the mountains. The daily

run amounted to 400 miles, which the Big-Six was required to cover regardless of weather conditions. And despite the fact that its cargo of newspapers was equal to the weight of ten grown people a scheduled speed of 30 miles an hour was demanded. Nor was that all—to make the trips doubly profitable the car was often called upon to pull a trailer loaded with an additional ton of papers. All of this, of course, over mountainous roads which served to increase the task.

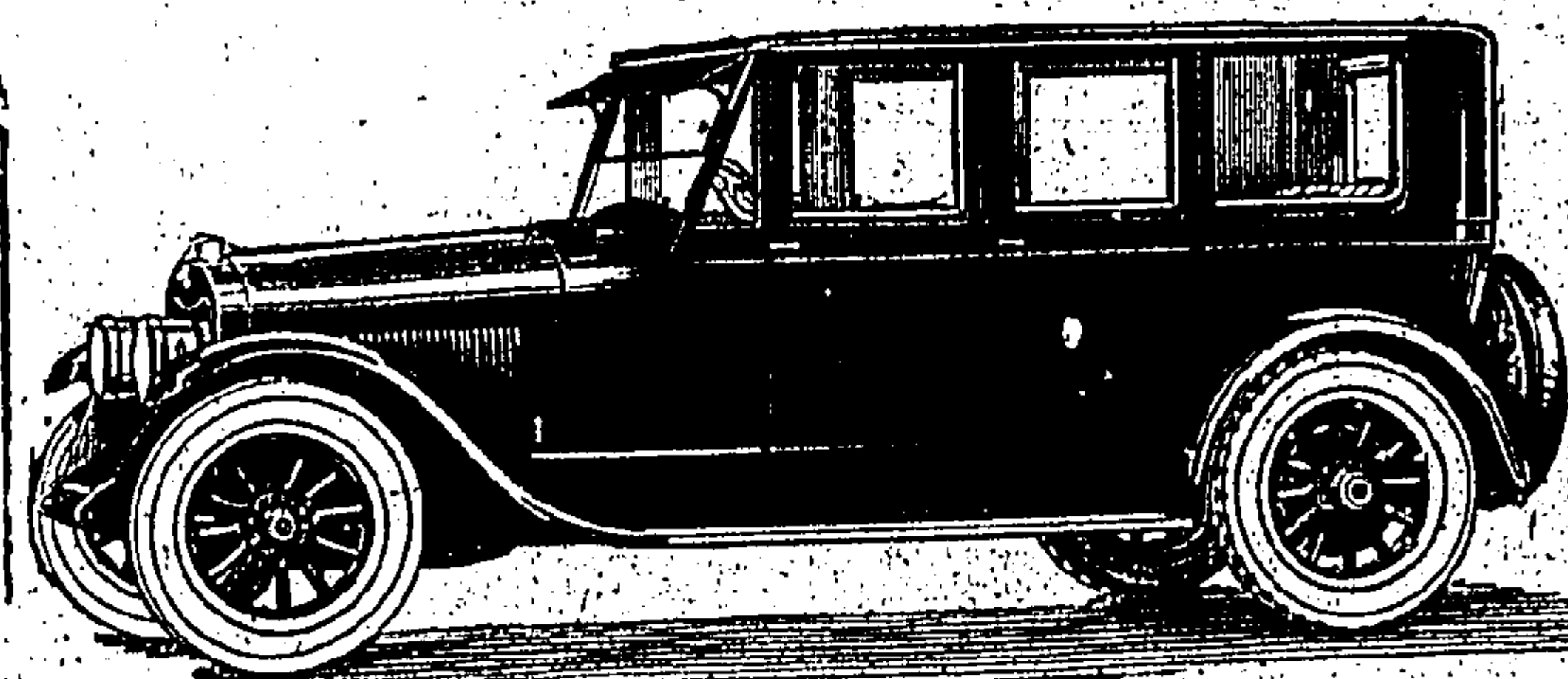
Considering the strenuous requirements placed upon this car for more than five and one-half years, its recent trip across North America seems to be one of the most significant accomplishments in motor car history. It clearly demonstrates the stamina of the well-built modern motor car.

A SPEEDY MOTOR BOAT.



The "Nine-Ninety-Nine," owned by Edsel Ford, won the Miami (Florida) sweepstakes, the American water event of the year. Photo shows the winning boat crossing the line.

LINCOLN



Why not ride in the most wonderful car in the world?

YOU CERTAINLY WILL if you buy a LINCOLN from:

ANDREW HARPER

Authorised Dealer

No. 2, Queen's Road, Central.

FEATURES FOR THE FAMILY

HONGKONG TELEGRAPH, SATURDAY, 26th. APRIL 1924.

BRITISH EMPIRE EXHIBITION.

Replica of King Tut's Tomb Being Shown.



Untold millions of people have wished that they could see the tomb of Tut-ankh-Amen in the Valley of the Kings, Egypt, and all the wonderful relics of an early civilization shrouded in the mists of antiquity. Owing to the distance involved and the dispute between the discoverers and the Egyptian Government this is not an easy accomplishment, but the British Empire Exhibition which opened in London on Wednesday, and of which the Prince of Wales is president, has built an exact reproduction of the tomb and the various interesting relics found therein. Thousands of dollars worth of gold has been beaten for the gilding of many of these treasures which are about thirty centuries old. The Exhibition will remain open until October.

The Midway at the Exhibition is five times as large as any Midway heretofore, the Machinery Building alone is five times as big as Madison Square Garden, and the Stadium, which will seat 200,000, is twice the size of the Coliseum, Rome. The Canadian Pacific Pavilion is grouped with the Canadian Government Building with which it harmonizes and at the entrance are enormous bronze moose and buffalo.

South Africa alone will spend £250,000 on its display, and India, Burma, Australia, New Zealand, Malta, the Gold Coast, Samoa, Fiji, Hongkong and New Guinea are all represented by interesting exhibits.

SPORTS PARS.

Interesting World Items.

In the semi-final of the fly-weight competition at the N.S.C. Kid Kelly, Plymouth, beat Ernie Veltch, Lomington-on-Tyne, on points.

The South African cricket matches with Scotland are to be played at Edinburgh and Glasgow; the Scotland-Ireland match at Broughty Ferry where Yorkshire will also be engaged. The South Africans are to be in Edinburgh on May 29th and 30th, and at Partick on May 31st, and June 2nd and 3rd.

In a boxing match in Paris for the Light-Weight Championship of Europe, Fred Brattonel, the holder, beat Bourdy, challenger, on points, in twenty rounds.

R. S. Simpson, the Scottish Rugby international forward, whose help has been much appreciated by the Manchester club, has left Manchester preparatory to leaving the country to take up an appointment in Burma.

The Yorkshire Cricket Council are to adopt a standard ball for their games. This ball is half the cost of the ordinary match ball, and is guaranteed to have a longer life.

A. F. Blakiston, the English international forward, is said to have accepted the offer of a place in the British touring side for South-Africa.

Hannan won the Australian Sculling Championship, beating M'Devitt by 12 lengths. The winner's time was 24 mins. 11 secs. This is the second time Hannan and M'Devitt have met. The original race for the championship on February 3 was declared void.

There was an exciting finish to the Wales-Scotland hockey match at Newport. After being two goals down, the Scots brought off a 3-2 victory in the closing minutes. O. G. Miller, of the Edinburgh Northern, got all Scotland's goals. It was a great recovery.

The president of the United States of America Golf Association, Mr. W. D. Vanderpool, in a Memorandum to the Golf Illustrated, states that there is absolutely no foundation for the report that America has adopted a new standard ball.

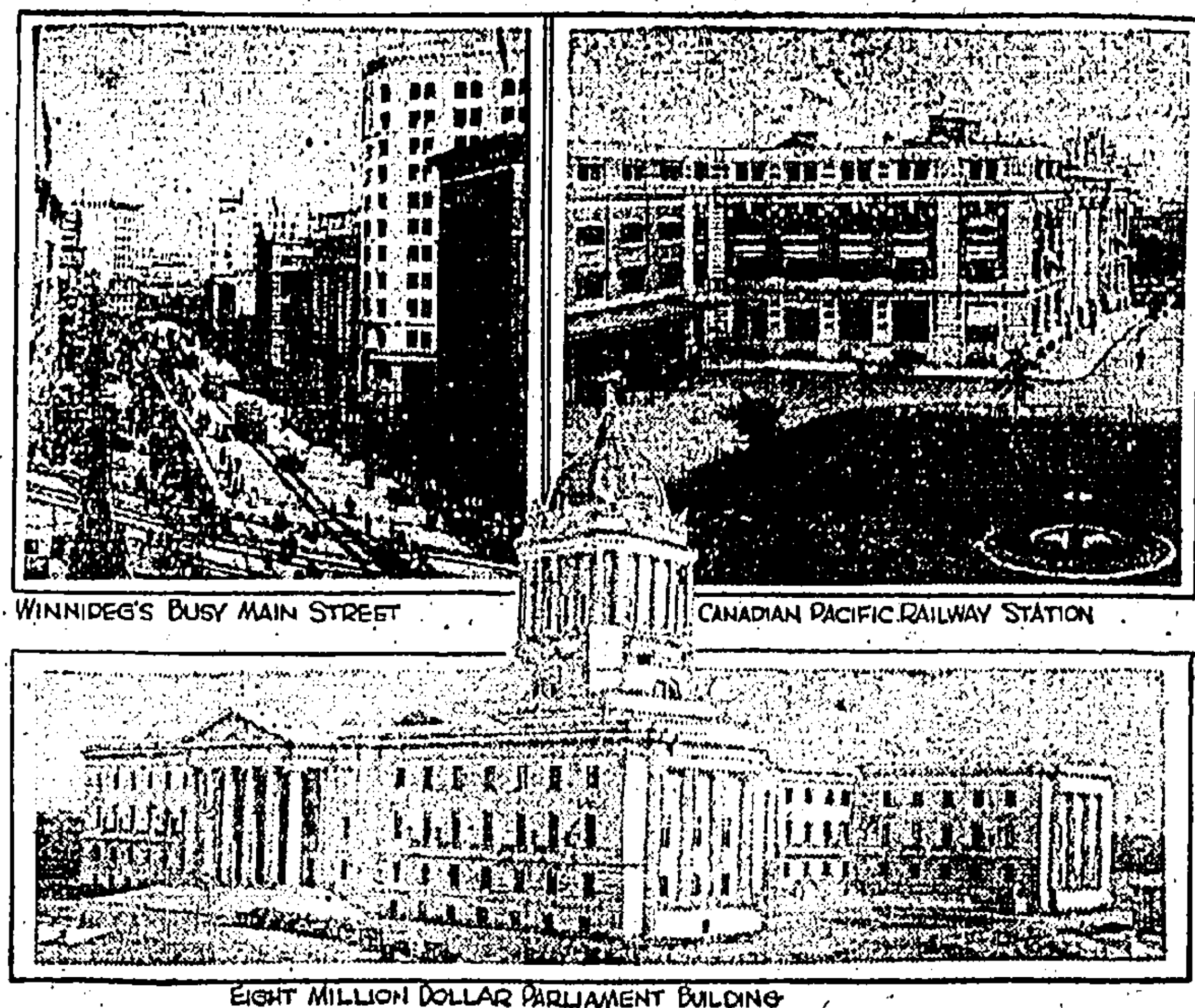
When a proposal was made at the annual meeting in connection with Peabody March Riding and Sports to debar bookmakers, it was pointed out that that policy was tried at a certain Border sports meeting last year, that there were ten "walks over" in the sprint, and that the meeting was practically a fiasco.

Two of the South African cricketers, Hands and Comnallie, are reported to have declined to sign the British tour contract. They do not like the agreement that members of the party should receive 20 per cent. among them of the net profits towards additional out of pocket expenses. Some South African cricketers think that it is coming too near professionalism.

Mr. Ian Mackinlay, of the Glasgow Academicals, who is so well known as a Rugby referee and a member of the Scottish Cricket Union, has been appointed manager of Rowan's sports department, which is to be the biggest thing of the kind in Scotland. Rowan's are the publishers of the well-known "Rugby Guide," and in their establishment in Glasgow are now catering more than ever for sportsmen. In March, Hobbs, of Surrey, and Sutcliffe, of Yorkshire, are to help in the sale of cricket utensils, and golfers are to have the pleasure of coming into conversational contact with Bradd, Duncan, and other distinguished professionals.

"THE CHICAGO OF CANADA."

Winnipeg Celebrates 50th Birthday in June.



Canada contains some of the oldest and newest cities on the North American continent. The City of Quebec, founded in 1633, is the oldest. Statistics are usually considered dry reading, but they are the best way in which to glean a comprehensive knowledge of what has happened to Winnipeg in the past fifty years. From a small settlement around Fort Garry on the Red River in 1870, it has developed into the third city of Canada, with a population of 282,000, of which 674 are laid out in magnificent parks; 500 miles of streets, including 118 miles of boulevards; 112 miles of street railways; is the third largest city in Canada with nearly 2,000 stores of which the mammoth "Eaton's" and "Hudson's Bay Company" are known far and wide. The city boasts 876 factories employing over 23,000 hands whose annual payroll is more than \$120,000,000 annually. Winnipeg has eight large hotels, the principal being the well known Royal Alexandra, at which Lord Renslow, otherwise known as the Prince of Wales, recently stayed. The provincial government is housed in a new parliament building of great magnificence and recently completed at a cost of \$8,000,000.

SUMMER HEADWEAR FOR MEN



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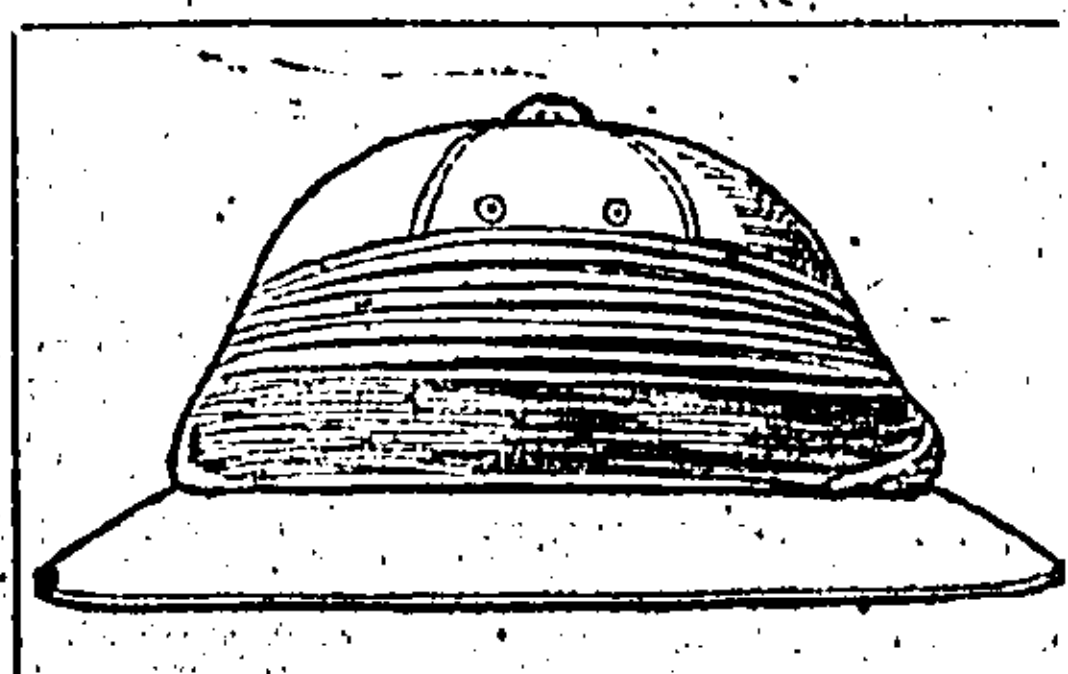
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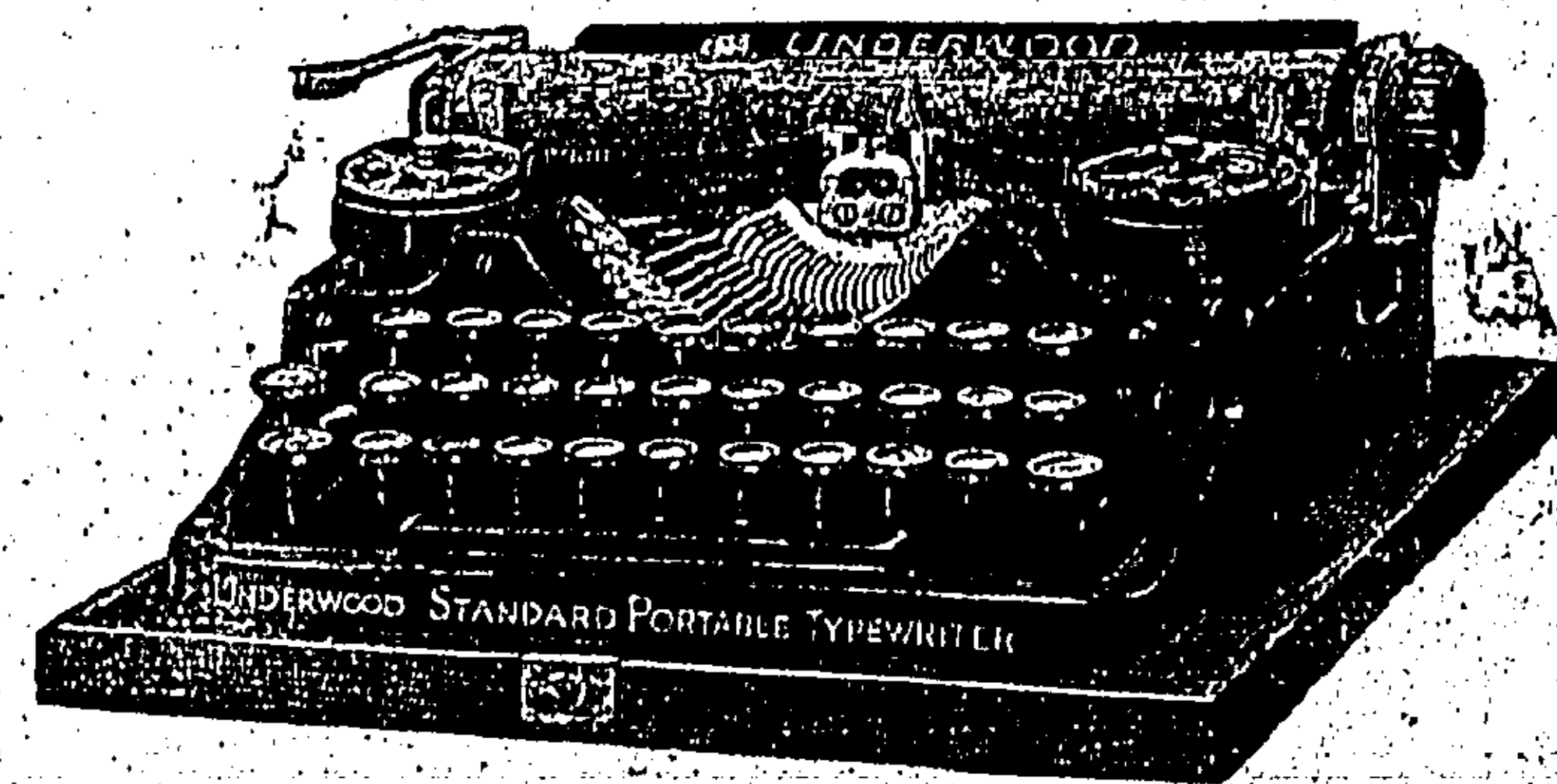


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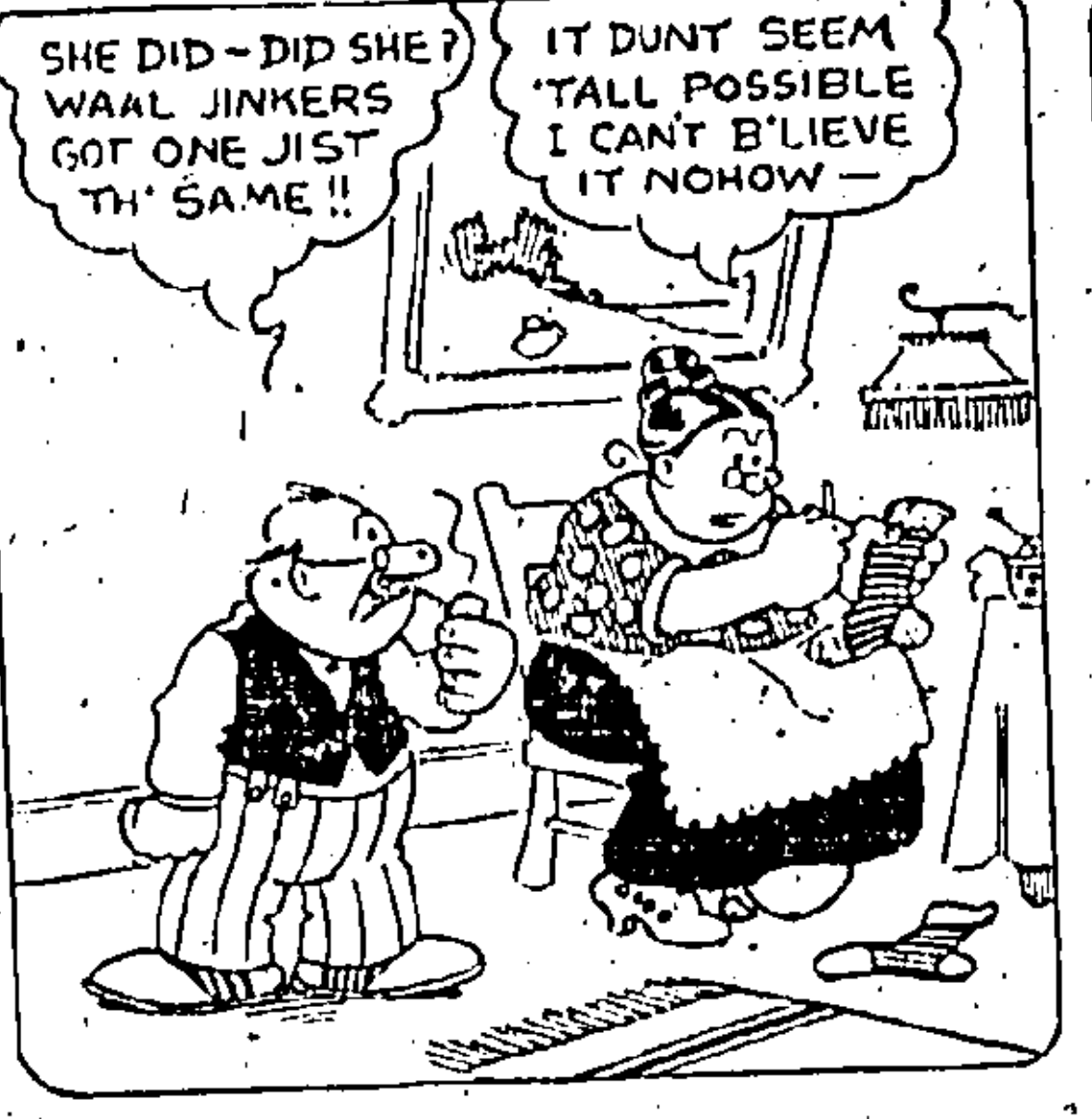
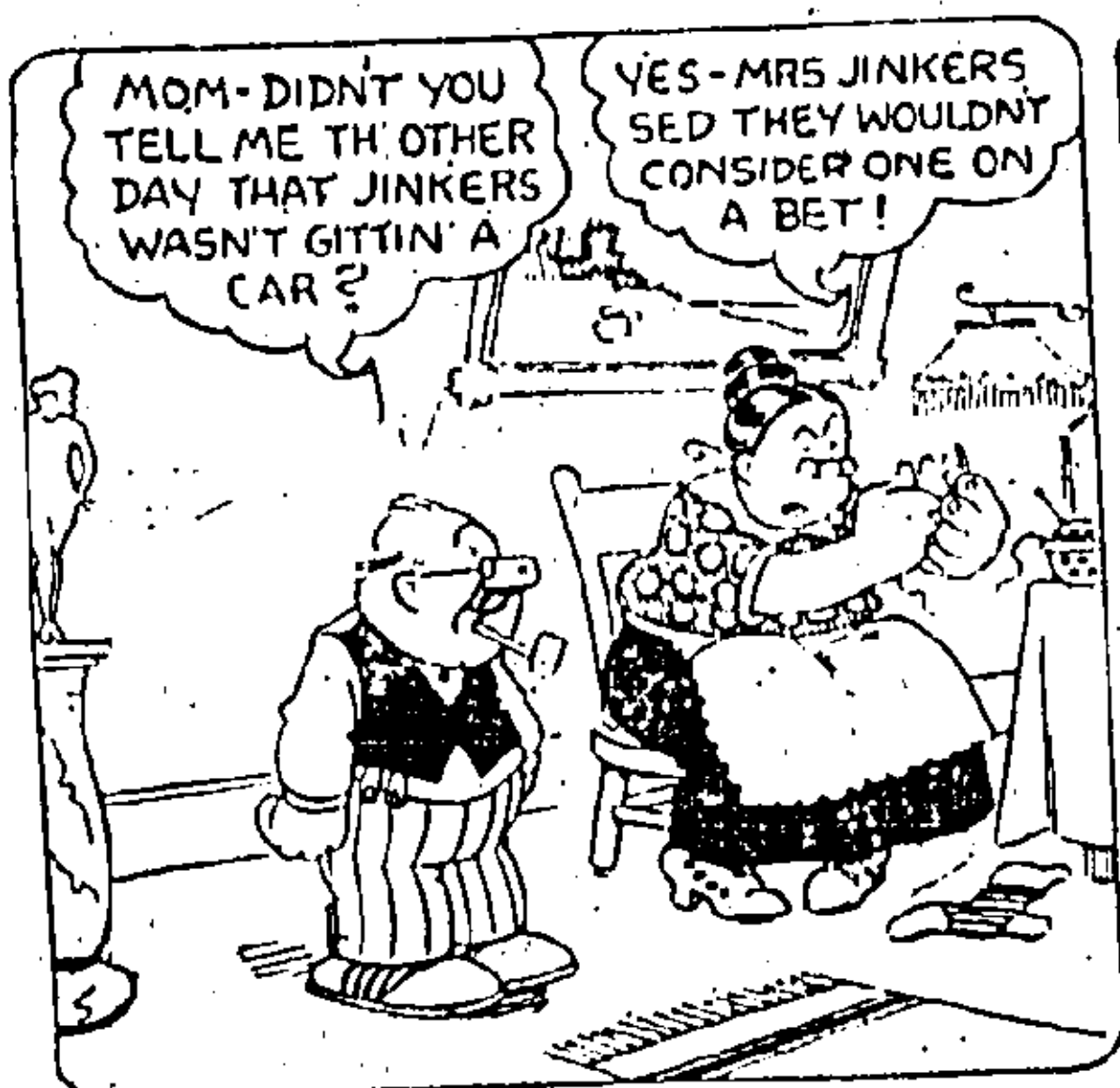


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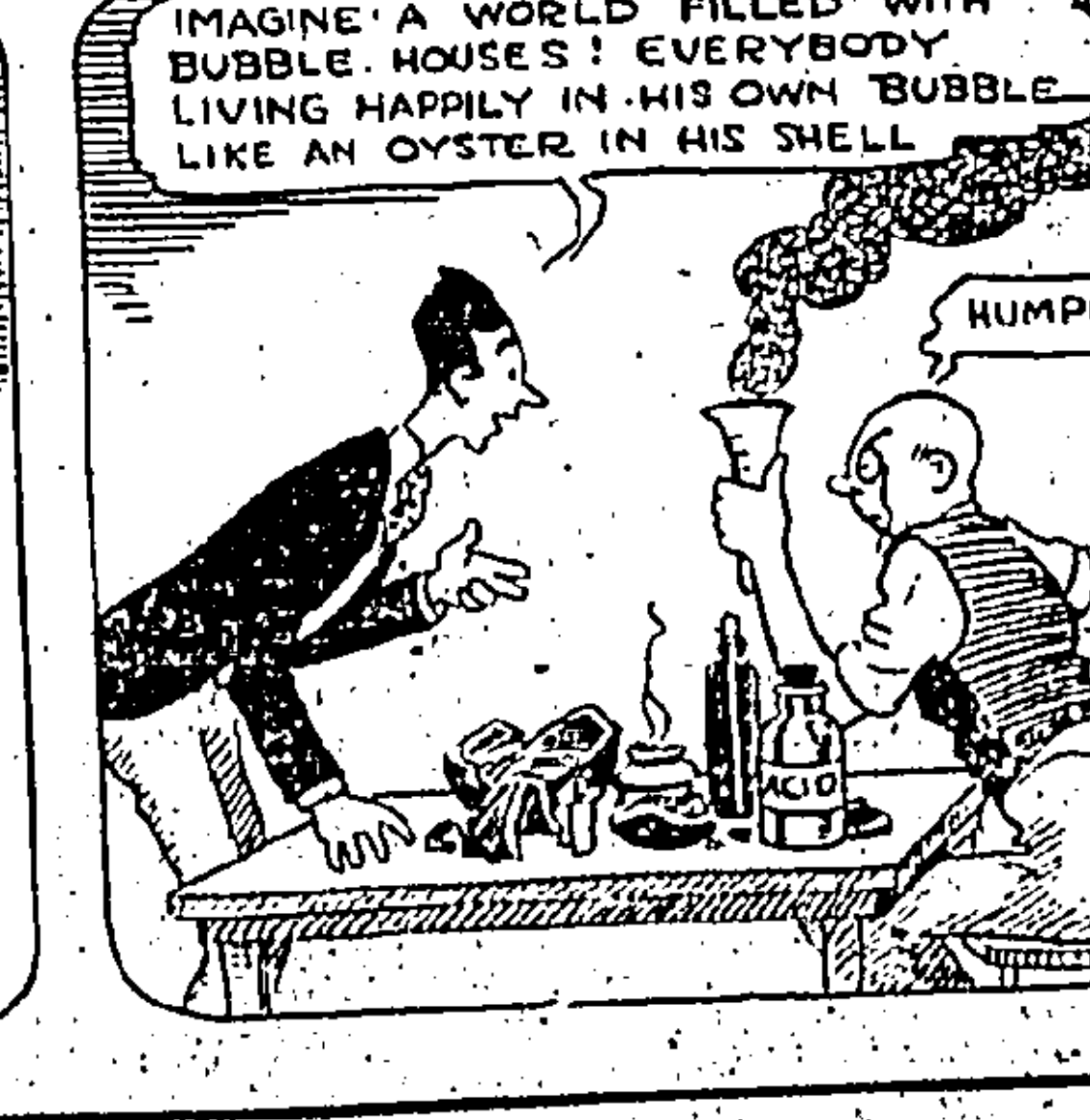
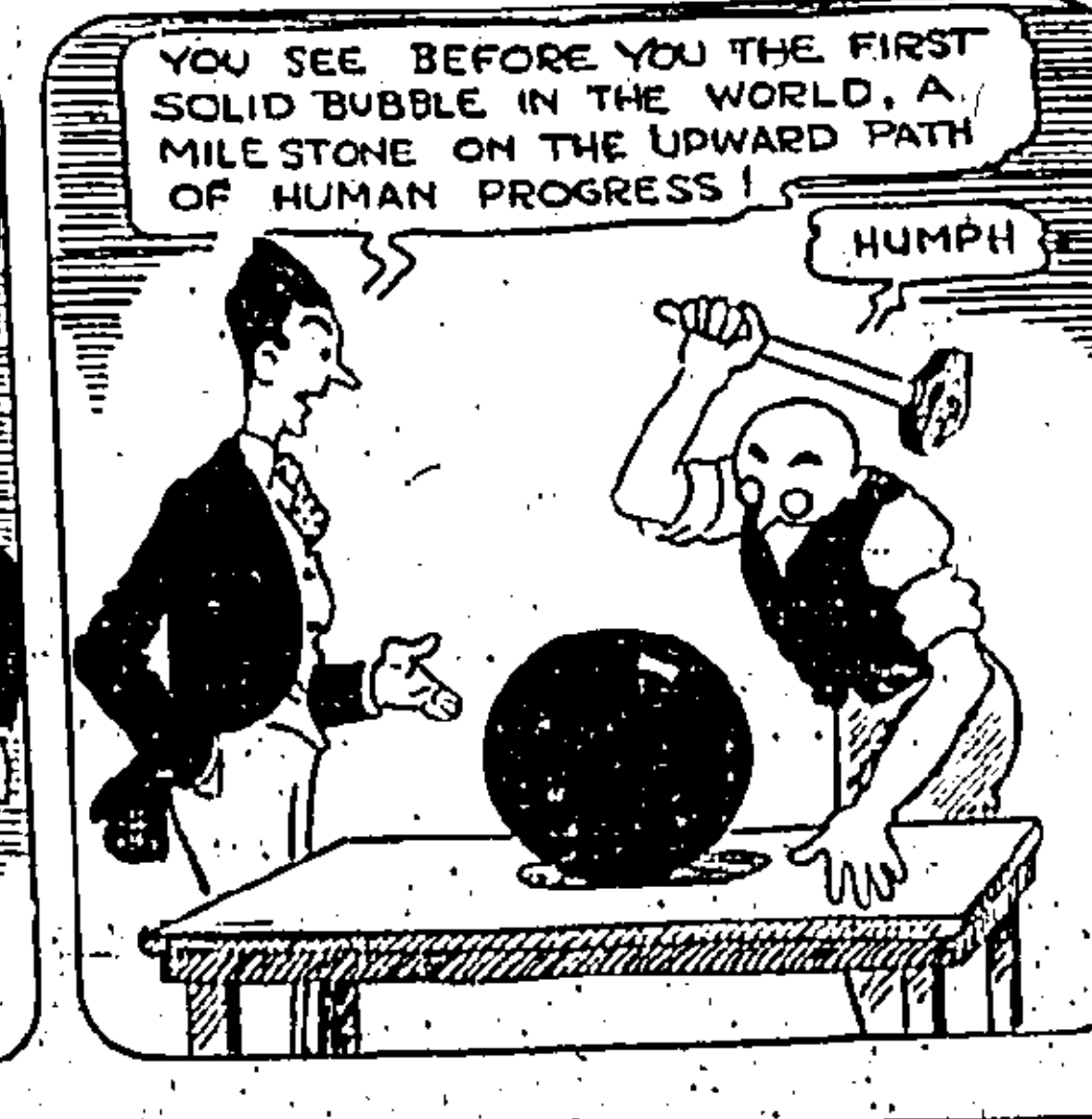
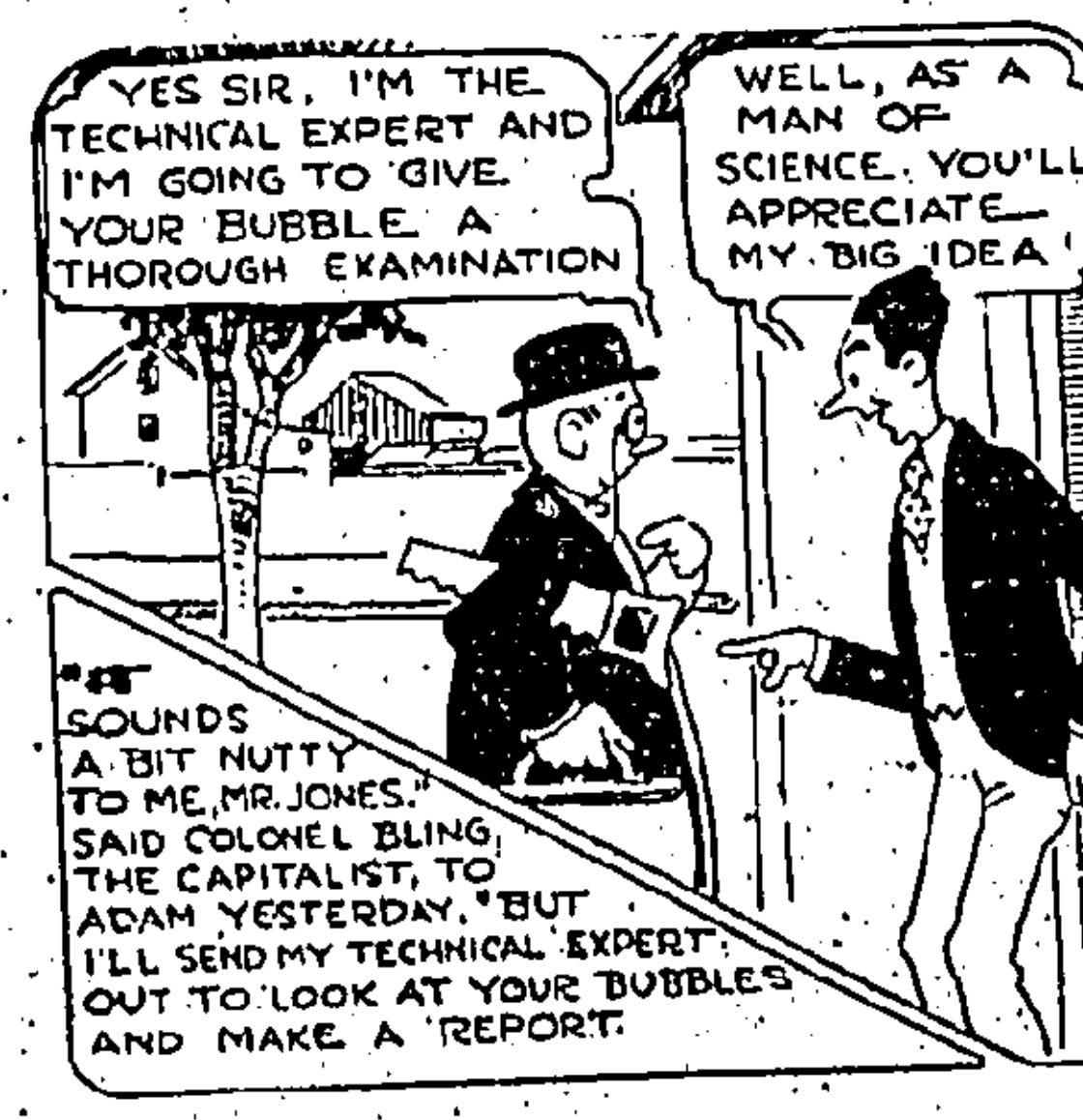
BOOTS AND HER BUDDIES



Marg Didn't Miss Much

By Martin

ADAM AND EVA



A Thorough Examination

By Cap Higgins

FRECKLES AND HIS FRIENDS

It All Depends on the Person

BY BLOSSER



FUNNY STORIES.

The Tipping Nuisance.

"Have you ever attended a table tipping seance?"
"No, but I've attended a table on a party where I tipped everything that stood on legs except the furniture."

Only Under Suspicion.

"Has Mary got Tom under her thumb?"
"No; only got him under suspicion."

Only for Certain Breeds.

Friend (at dinner): How can you tell old chickens from young ones?
Up-to-date Youth: Say, can't you see through a little powder and paint?

Out of Sight.

She: So you're going away on business for a week. You know they say "out of sight, out of mind".
He: It's right, too. When you're out of my sight, I'm nearly out of my mind.

Marrying Nobility.

"Mother, Count Leo Coin gave me this engagement ring last night but I'm not so sure it's genuine."
"Well never mind if the ring is genuine. Is the engagement?"

She Knew A Way.

Hubby: I tell you, you'll have to live down to my income.
Wifey: Tut, tut now; I know a better way. You must earn up to my living expenses.

Fast Living, No Doubt.

Booking Clerk (telling off visitors to their room): "Mrs. Blossom, suite sixteen."
Hayseed: "Spare me days! Why, she looks fifty!"

Yes, the Dear Man.

Mrs. Maguire: "And have you survived the blow of yer husband's death then, Mrs. Murphy?"
Mrs. Murphy: "Sure an' I have and more than wan blow of him p'ace to 'im!"

The Conspiracy.

"She looks awfully run-down doesn't she?"
"Yes, everybody's doing it - and I think it's a shame."

Reason in All Things.

Johnny-Mamma, do they see babies by the pound?
Mother-Yes, precious.
Johnny-I suppose that is why people buy 'em when they're little.



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WOMEN'S INTERESTS

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12 oz. 20c. 24 oz. 35c. 4 oz. 40c.

NEW PARIS FASHION FEATURE.

(Special to "Hongkong Telegraph.")



Pictured above are two of the latest evening gowns from Paris. The model on the left features the short skirt and the new sleeveless arrangement, while the gown on the right shows the Empire waist which some designers are again introducing.

THIS WEEK'S RECIPE.

Chocolate Biscuits.

Required: 9oz. of flour, 4oz. of caster sugar, 4oz. of butter or margarine, 2oz. of grated chocolate, one tablespoonful of water, vanilla essence, one egg.

Dissolve the chocolate in the water over the fire. Beat the butter and sugar to a cream, add the melted chocolate and the egg. Beat well, flavour with vanilla. Then fold in sieved flour. Turn on to a floured board, roll into a thin strip, and cut into rounds, diamonds, or half-moons. Place on a greased baking tin, and bake in a fairly hot oven for about 12 minutes. Put on to a sieve to cool.

NOVEL CAPE.



The use of the wide cape, on the thin summer frock, is novel indeed, and charming, too, as you can easily see. Embroidery in pink is combined with flax lace to trim this lingerie frock, which is of the finest white batiste.

BOUDOIR LUXURIES.

A clever perfumer has invented an eau de Cologne bottle mounted on a wire frame in which the bottle itself is hung as on a pivot, so that one may tilt the bottle and take the refreshing fluid with the use of only one hand.

Powder boxes of alabaster are in the shape of flattened spheres. The cover fits down to the equator, and its removal reveals one of the great, fluffy down puffs with a rosy little doll for a handle. Spherical salve boxes of a smaller size match these in colour, and there are long glove boxes of the same alabaster.

FRAGRANT FLORAL BEADS.

Fashions for the spring indicate no decline in the use of beads as adornments, and at this time of year head chains that carry with them the fragrance of flowers seem peculiarly appropriate. The craft of Californian flower beads owes its inspiration to the centuries old art of rose bead making, which was introduced into California by Spanish missionaries. Californian flower beads are strung in a wide variety of beautiful and original designs by disabled ex-Service men, and are increasingly popular in this country.

In the modern manufacture of the beads vegetable compounds that duplicate as nearly as possible the basic principle of flower petals are employed. These compounds are mixed with pigments resembling the hues of flowers and with perfumers' ottoes. In this way are produced beads with the natural colour and the true scent of flowers, and each bead exhales its fragrance indefinitely. Another charming craft that has been most successfully undertaken by disabled ex-Service men is the making of "rose petals," a most delightful and delicate substitute for confetti, which has been used at Royal weddings.

IMPORTANCE OF THE NEW SCARVES.

The scarf is one of the most important features in the spring fashions. There is not a dress display that does not include the scarf in every class of garment. Suits, topcoats, frocks, afternoon gowns, evening gowns, all adopt the scarf idea and adapt it to their own individual lines.

First of all there is the scarf collar.

This has been with us in a timid way for several seasons past, but it has been, till this season, a rather conservative affair, which would scarcely wrap once about the neck. The new scarf is fully 12 inches wide and, being of the soft wool velours, it drapes prettily as it is wrapped twice about the neck.

Loose scarves appear with afternoon gowns, and very often one finds one of the long printed scarves which the silk makers have designed in brilliant colours and intricate patterns worn with a black or a neutral-toned gown. The evening scarves are capable of just as individual treatment, but they differ in being of some diaphanous silk, chiffon, crepe chiffon, or tulle. They encircle the bare shoulders, and make soft, foamy drapery about the neckline. They are becoming to everyone, and particularly to the woman who is a little too slim.

The woman who knows how to dress will be guided by her own taste, which will teach her to dispose the scarf in ways which harmonise with the lines of the frock and lines which are becoming to her particular face and figure.

Separate scarves to be worn with morning frocks are, for the most part, of the same material as the frock, a double thickness of the material being most frequently used. The ends of the scarves frequently show a touch of coloured embroidery, either a delicate tracery of threads or a motif worked in beads on the gabardine, broadcloth, or poplin texture of the stuff. On account of the weight of these woollen materials the scarves are rather narrow and are worn flat.

One scarf shown at a recent dress show accompanied a blue rep morning frock. The mannequin wore it wrapped about her upper arms just above the elbow and carried her elbows at an angle which drew the scarf flatly across her shoulders. The scarf was so long that it fell



The tailored blouse sketched is especially smart because of its buttoned front opening, slit pockets and slightly fitted lines.

Blouses intended for dress wear are of heavy silks, frequently figured, and show such charming variations as the narrow collar, turning into ties in back. A wide belt and wash add to the graceful lines of this blouse.

THE LINGERIE DRAWER.

Many women make their own lingerie, and so acquire, at small cost, quite generous piles of garments, pleasant to wear and gratifying to think about, resting neatly in their particular drawer.

Here is an idea that will help to keep up that neat standard. Buy enough ribbon of your favourite colour, about two inches wide, and measure it out into bands sufficiently long to tie round each pile.

Put a pretty bow in the middle of each band, or work a small design or your initial on it. The name of the garments it is to surround can be embroidered if you are feeling very industrious.

The largest band will hold your nighties together, another your cami-knickers, and so on, down to two small ones, one for best and the other for everyday hankies. And by taking the bottom garment to wear, and putting the clean one from the laundry on the top, the wear will be kept even, which is always advisable.

One good housewife has adopted the plan for her linen cupboard, and all her sheets and pillow-cases, etc., lie tucked round with their bands of blue linen with cross-stitched lettering in red—spare-room, nursery, and so on.

to below the knees, thus giving the long, vertical line which the smartest dressmakers are striving to create in a greater number of their models.

A frock and the three-quarter length coat of old blue alpaca had a scarf of the same material, but bordered with embroidery in white, in a rather primitive zigzag pattern. The scarf, being attached to the coat, as all proper scarf collars are, is draped in a way to allow the coat to be worn open. The left end of the scarf is allowed to hang straight down and pass under the belt, while the right side, which is the longer, is wrapped once and a half about the neck, and falls in front of the right shoulder, where it hangs to the hip level.

PARIS TURNS TO OSTRICH PLUMES.

Birds of a feather ought to flock together and draw up a petition, urging Fashion to place some restriction on the use of their plumage.

For Paris has suddenly gone mad about feathers. And the way she is using them is going to make heavy drains on the winged population.

Gowns and capes are composed almost entirely of misty flues. And the way hats, frocks, parasols, lingerie, slippers, garters and even handkerchiefs are using it is alarming.

But it isn't only ostrich plumes. Even the gentle little pigeon is being stripped of his soft, opalescent feathers.

Pigeon breasts make a much handsomer and certainly a more novel collar for a grey silk or satin outfit than the fluffy skin of the wily grey fox.



The way Paris is taking to the ostrich plume.

FLOUNCES FOLLOW LINE OF SILHOUETTE.



With so much emphasis being placed on the "pencil" silhouette, designers are favouring gowns with flat trimmings which do not break the silhouette outline.

The model to the right has two flounces in the new basque effect. Many narrow flounces form the whole skirt of the centre figure. Three wide flounces on the dress to the left are of contrasting material to that of the gown.

MANAGEMENT OF MOODS.

Moods visit us unaccountably to all but the psycho-analysts, and we may have our doubts even of them. No one can tell us for certain whether a phase of depression is caused by some wisp of memory that the mind has caught up, possibly during a dream, or by unwise diet or suppressed anxiety about paying our income-tax.

But we need not be as much at the mercy of our moods as some of us allow ourselves to be. Above all our changing temper, our curiously varied responses to life and to other people, there should sit the little cherub whom we call by the cold-sounding name of "the will," but who can be friendly enough, if introduced humorously and not heavily into our scheme of things.

We should treat the bad mood cavalierly, even while we know that we must bear it till it chooses to lift. We can make the conditions favourable for its departure by keeping all the doors and windows of the mind open, so that fresh currents of interest and liveliness have every chance of entering. Depression is stagnation; it is also self. We need the fresh wind of the larger world outside to take us, as we say, "out of ourselves."

BRACELET FASHIONS.

Evening gowns are quite sleeveless as a rule. Thus the bracelet becomes an important ornament. There is the wide bracelet which clasps about the upper arm closely, and there are bangle bracelets which multiply themselves upon the wrist.

Circlets, no more than a quarter of an inch wide, studded with diamonds or rubies or sapphires, are grouped together, and often cover the bare arm from the wrist to halfway to the elbow. Circlets of coloured glass can be multiplied in the same way, but one must not mix the glass and the diamond-studded platinum ones.

FASHION NOTES.

Striped materials are very fashionable for spring and the year are manipulated so as to form trimming in many cases.

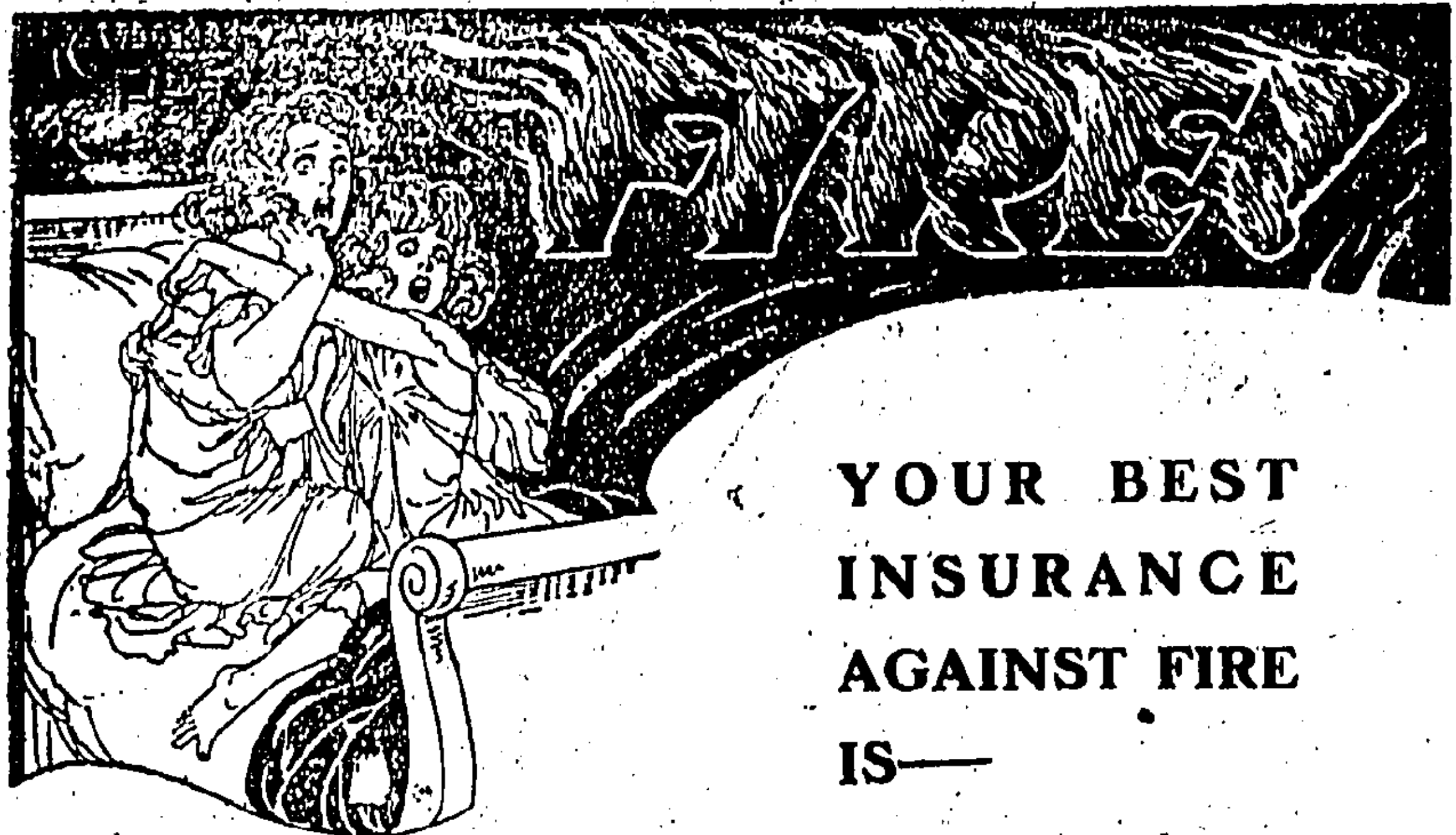
Lace capes are making their appearance in all colours and all styles of lace, from the delicate thread weaves to the heavy patterns available.

The lingerie dress for the coming season may be of any delicate shade as well as trimmed with hand-run tucks, fine thread laces.

EYES LIGHT UP.



Little water-proof eye mask pictured above makes it so comfortable to enjoy a nap when they come down. They're also waterproof for use in the bath.



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RADIO NOTES AND NEWS.

Nikola Tesla's Lost Position.

Nikola Tesla, whose project for utilizing the earth as a medium for the transmission of electricity is again being boomed in the American Press, first promised us this marvel nearly twenty years ago. That was at the time the two Danish electricians, Poulsen and Pedersen, were experimenting with the problem of Transatlantic wireless telephony. He was very contemptuous of these experiments, and in a sense warned them and all other dabblers in wireless that he had already patented "all the essential processes of and appliances for the generation, transmission, transformation, distribution, direction, storage, regulation, control, and utilization of wireless electricity"—a fairly complete monopoly.

The attempt, said Tesla, to achieve wireless propagation of electricity in any form by means of Hertzian waves in the ether was doomed to failure; there were no such waves in existence. His method was to use the earth itself, "a perfect transmitter of electrical energy."

A few years later, about 1910, Tesla announced that, with the exception of a few trifling details, he had perfected a wireless receiver, costing a few shillings, by means of which anyone anywhere could "hear, say, an opera performed thousands of miles away." The receiver could be carried in the pocket and used at any time—in the home or in the street—to pick up signals sent by his system through the earth.

But those who believed in the Hertzian waves went steadily on with their experiments, and they have now achieved what Tesla declared to be impossible, while the world still awaits the far more marvellous things he promised twenty years ago.

Nikola Tesla is undoubtedly a great authority on the science of electricity. A Serb by birth, he acquired his first knowledge of electricity in the telegraphic service of Austria, and when quite a young man—he is now sixty-seven years of age—he went to the United States and became Edison's assistant. But since he ceased his association with Edison he has put forward so many remarkable schemes, few of which have survived the theoretical stage, that few qualified to judge now take him seriously, says a correspondent in the Observer.

Soon after he first announced his discovery that the earth was ideal for wireless propagation, he turned his attention to the planet Mars, the people of which he said were sending wireless messages to the earth. Given a few hundred million horse-power, he explained, he could get an acknowledgment across the gulf between us, and he set about erecting a huge station for the purpose at Wardenclyffe, Long Island. He relied for his few "hundred million horse power" on co-operation between the big electric power companies at Niagara, but, apparently, they were unable to supply the energy he needed, and the Martians are still listening for the first message from the earth.

Subsequently, Tesla announced his "electric teleautomation," which, operated from the shore, could cause a mighty tidal wave which would sink "a whole navy of Dreadnoughts" many miles away; a torpedo with an accurate range longer than the biggest gun; and a method of exterminating disease germs by electricity. But none of these has yet materialized, and with a record of so much promise and so little performance, Tesla can scarcely wonder if those who have followed his career are a little sceptical of his revived scheme of transmitting all kinds of electrical energy through the earth itself.

CELEBRITIES WHO BROADCAST.

Some Nervous and Others Calm.

Someone has said that the insignificant microphone will guide the destiny of nations. It's may or may not be true, but it frequently has an amazing effect on the most hardened orators. Often an experienced public speaker is strangely disconcerted on first facing this harmless instrument. Its precise effect depends on his mental attitude, says Kenneth D. Wright in *Popular Wireless*.

If he normally derives his success from his ability to "sneeze" his visible audience, he may find broadcasting an uncomfortable ordeal, as there is nothing in the

cold-blooded machine that could help him at all.

On the other hand, the type of speaker who forgets the medium through which he reaches his hearers comes over to the fireside listener with a ring of conviction, and thrills him as much as with the added glamour of his personal appearance he can thrill a visible multitude.

Listeners are not likely soon to forget the message of good cheer broadcast from 2 L O on New Year's Eve by his Grace the Archbishop of Canterbury. Always able to hold a tremendous audience by his simple, direct appeal, he faced the microphone for the first time in his life with the same philosophic calm with which he mounts the steps of the pulpit of his own celebrated cathedral. When the announcer had called up the British Isles for almost the last time in the Old Year, his Grace stepped forward on the blue carpet with the firm, decisive step of one who knew he had indeed a message of peace and goodwill toward men.

Two great soldiers who have faced the unseen at 2 L O—with not exactly a cheer, but the optimism and spirit famous in each—have been Field-Marshal Earl Haig, O.M., K.T., etc., the idol of the British Army; and Major-General Sir David Bruce, K.C.B., etc., leader of the Mount Everest Expedition.

The Earl delivered his appeal on himself of the Ex-Servicemen's League with remarkable effectiveness. One could imagine he saw in his mind's eye, in pitiful contrast, the lines of brave and tired boys, thick with grime, still anxious to fight for their country to the bitter end, and the crowds of hungry, weary fellows still seeking tirelessly for any kind of work at home. No strangeness of circumstance in the new still atmosphere of the broadcasting studio deterred him from voicing the cruel facts he wished the more fortunate of our countrymen to know.

General Bruce tackled the new job with an individuality all his own. Tanned by fierce suns and fiercer storms with the blue, piercing eyes of the born warrior, he nearly conquered Mount Everest in his last memorable effort with his heroic party. What is a more microphone, that it should awe him? With a stride he reached the frame—one almost expected it to quake—and then in a voice, clear yet peculiarly modest, he told the marvellous world what had been accomplished. He left no one doubting that the complete conquest of the highest mountain in the world is a matter of but short time, and he takes with him the goodwill of every listener on his next expedition.

"STAGE" FRIGHT.

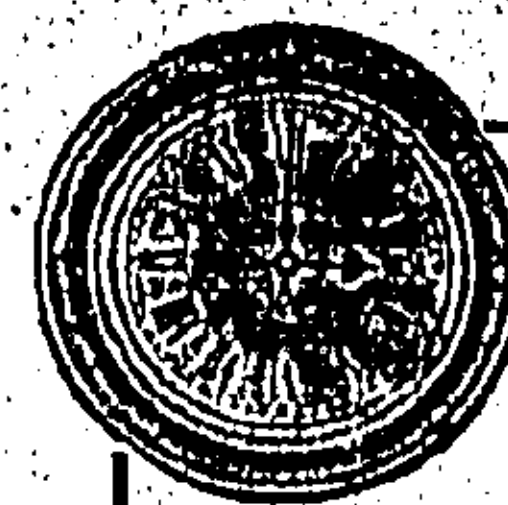
Of our great men of science, one of the earliest was Professor Elliott Smith. Accustomed to lecture to distinguished audiences, his learned address on Tutankhamen's tomb, given in the great hall of Manchester University, won the warmest admiration of all who were privileged to hear him.

Immediately afterwards, as he was hurried in a car to the B.B.C. station at Trafford Park, he showed considerable anxiety concerning the new experience he was about to undergo.

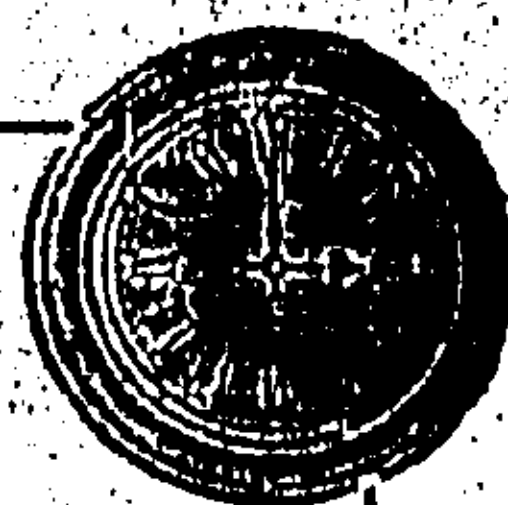
Was it difficult? Would anyone be in the room with him? Could he have a tonic before he started? Was it possible to cough?

Eventually he was shown into a comfortable study, where a microphone, specially rigged up for the occasion, was awaiting him. This microphone was connected by a long line of flex to transmitting plant in another portion of the building. A short test and a few comforting words from the station director, and the erudite professor was on the other. His talk as received nearly by on a testing set was enthralling, interesting, and betrayed few signs of his agitation. Afterwards, while mopping his brow, he admitted that it had not been so bad after all, and that broadcasting had several points in its favour, not the least of which was that through the microphone one could refute all the accepted doctrines of the world with impunity.

However self-possessed a lecturer tries to be, he usually exhibits signs of panic when the "man in charge" has announced him. He has been shown where to stand; how to hold his copy; where to place each sheet when read; how to turn if he wants to sneeze; and where the clock hand should be when he finishes.



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Of all Chemicals, Glycerine, Shampoos, Creams, etc.

Twink is made in the following 24 shades:

Black, Brown, Red, Blue, Green, Yellow, Orange, Purple, Pink, White, Grey, Silver, Gold, Bronze, Copper, Iron, Steel, Tin, Lead, Zinc, Nickel, Chromium, Manganese, Potassium, Sodium, Calcium, Magnesium, Barium, Strontium, Bismuth, Antimony, Arsenic, Selenium, Tellurium, Iodine, Bromine, Fluorine, Chlorine, Oxygen, Hydrogen, Nitrogen, Carbon, Silicon, Phosphorus, Sulfur, Molybdenum, Vanadium, Niobium, Tantalum, Zirconium, Hafnium, Rhenium, Osmium, Iridium, Platinum, Palladium, Rhodium, Silver, Gold, Copper, Iron, Steel, Tin, Lead, Zinc, Nickel, Chromium, Manganese, Potassium, Sodium, Calcium, Magnesium, Barium, Strontium, Bismuth, Antimony, Arsenic, Selenium, Tellurium, Iodine, Bromine, Fluorine, Chlorine, Oxygen, Hydrogen, Nitrogen, Carbon, Silicon, Phosphorus, Sulfur, Molybdenum, Vanadium, Niobium, Tantalum, Zirconium, Hafnium, Rhenium, Osmium, Iridium, Platinum, Palladium, Rhodium, Silver, Gold, Copper, Iron, Steel, Tin, Lead, Zinc, Nickel, Chromium, Manganese, Potassium, Sodium, Calcium, Magnesium, Barium, Strontium, Bismuth, Antimony, Arsenic, Selenium, Tellurium, Iodine, Bromine, Fluorine, Chlorine, Oxygen, Hydrogen, Nitrogen, Carbon, Silicon, Phosphorus, Sulfur, Molybdenum, Vanadium, Niobium, Tantalum, Zirconium, Hafnium, Rhenium, Osmium, Iridium, Platinum, Palladium, Rhodium, Silver, Gold, Copper, Iron, Steel, Tin, Lead, Zinc, Nickel, Chromium, Manganese, Potassium, Sodium, Calcium, Magnesium, Barium, Strontium, Bismuth, Antimony, Arsenic, Selenium, Tellurium, Iodine, Bromine, Fluorine, Chlorine, Oxygen, Hydrogen, Nitrogen, Carbon, Silicon, Phosphorus, Sulfur, Molybdenum, Vanadium, Niobium, Tantalum, Zirconium, Hafnium, Rhenium, Osmium, Iridium, Platinum, Palladium, Rhodium, Silver, Gold, Copper, Iron, Steel, Tin, Lead, Zinc, Nickel, Chromium, Manganese, Potassium, Sodium, Calcium, Magnesium, Barium, Strontium, Bismuth, Antimony, Arsenic, Selenium, Tellurium, Iodine, Bromine, Fluorine, Chlorine, Oxygen, Hydrogen, Nitrogen, Carbon, Silicon, Phosphorus, 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Chromium, Manganese, Potassium, Sodium, Calcium, Magnesium, Barium, Strontium, Bismuth, Antimony, Arsenic, Selenium, Tellurium, Iodine, Bromine, Fluorine, Chlorine, Oxygen, Hydrogen, Nitrogen, Carbon, Silicon, Phosphorus, Sulfur, Molybdenum, Vanadium, Niobium, Tantalum, Zirconium, Hafnium, Rhenium, Osmium, Iridium, Platinum, Palladium, Rhodium, Silver, Gold, Copper, Iron, Steel, Tin, Lead, Zinc, Nickel, Chromium, Manganese, Potassium, Sodium, Calcium, Magnesium, Barium, Strontium, Bismuth, Antimony, Arsenic, Selenium, Tellurium, Iodine, Bromine, Fluorine, Chlorine, Oxygen, Hydrogen, Nitrogen, Carbon, Silicon, Phosphorus, Sulfur, Molybdenum, Vanadium, Niobium, Tantalum, Zirconium, Hafnium, Rhenium, Osmium, Iridium, Platinum, Palladium, Rhodium, Silver, Gold, Copper, Iron, Steel, Tin, Lead, Zinc, Nickel, Chromium, Manganese, Potassium, Sodium, Calcium, Magnesium, Barium, Strontium, Bismuth, Antimony, Arsenic, Selenium, Tellurium, Iodine, Bromine, Fluorine, Chlorine, Oxygen, Hydrogen, 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Magnesium, Barium, Strontium, Bismuth, Antimony, Arsenic, Selenium, Tellurium, Iodine, Bromine, Fluorine, Chlorine, Oxygen, Hydrogen, Nitrogen, Carbon, Silicon, Phosphorus, Sulfur, Molybdenum, Vanadium, Niobium, Tantalum, Zirconium, Hafnium, Rhenium, Osmium, Iridium, Platinum, Palladium, Rhodium, Silver, Gold, Copper, Iron, Steel, Tin, Lead, Zinc, Nickel, Chromium, Manganese, Potassium, Sodium, Calcium, Magnesium, Barium, Strontium, Bismuth, Antimony, Arsenic, Selenium, Tellurium, Iodine, Bromine, Fluorine, Chlorine, Oxygen, Hydrogen, Nitrogen, Carbon, Silicon, Phosphorus, Sulfur, Molybdenum, Vanadium, Niobium, Tantalum, Zirconium, Hafnium, Rhenium, Osmium, Iridium, Platinum, Palladium, Rhodium, Silver, Gold, Copper, Iron, Steel, Tin, Lead, Zinc, Nickel, Chromium, Manganese, Potassium, Sodium, Calcium, Magnesium, Barium, Strontium, Bismuth, Antimony, Arsenic, Selenium, Tellurium, Iodine, Bromine, Fluorine, Chlorine, Oxygen, Hydrogen, Nitrogen, Carbon, Silicon, Phosphorus, Sulfur, 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CHINESE Y. W. C. A.

HONGKONG BRANCH
ANNUAL REPORT.

We take the following extracts from the annual report of the Hongkong Chinese Young Women's Christian Association:

Membership.—Our members number now 289, more than double the number when we organized four years ago. During the year we have had 17 meetings with an average attendance of 42, and two special meetings on Republic Day and during the Week of Prayer, which were largely attended. We are glad to report the best year we have had as to numbers and interest shown in Bible Study. There have been ten classes with a total enrolment of 105. The numbers of Christians and non-Christians are about equal. While the influence of this direct religious teaching is impossible to calculate, we do know that during the year nine of our members have become Christians and two of these have already united with the church by baptism.

Educational Work.—During the year regular classes have been carried on in English, Chinese, Mandarin, home nursing, Chinese and Western cooking, and piano, with a total enrolment of 150. We have had in all under this department six lectures, some on health subjects and others on various subjects of educational value, with an average attendance of 53. Our Children's Health Conference, which has aroused considerable interest during the year, is part of our programme of health education. Clinics are held each Thursday morning in a room lent us by the Y. M. C. A. and in our own rooms here, where the children are weighed, measured, and examined by the doctor, the object being to keep children well rather than treat those who are ill and to give the mothers the opportunity of learning facts with regard to the care of their children. We have had fifty babies on the roll, forty of whom have been coming for longer than three months. Two babies have come 35 times out of a possible 35. One baby 20 times out of a possible 20. One baby 51 times out of 52, and one, 48 times out of 53. Many of the other attendance records are almost as good.

Social.—The activities arranged by the social committee consist of social gatherings with music and games at the Association, launch picnics and walks. There have been twelve gatherings in all with a total attendance of 1,689, including 800 at our Christmas entertainment.

Hostel.—The hostel accommodation is not all that we should like to have it, but at the same time has, we feel, done much to meet a real need. During the year we have had 37 guests whose length of stay has ranged from one night to six weeks. The summer is always the time

BELGIUM AGREES.

Favours Early Reparations
Settlement.

Brussels, April 25. M. Thounis and M. Hymans have sent a letter to the Reparations Commission declaring that the Belgian Government is willing to adopt the experts' conclusions entirely, with a view to bringing about a practicable and equitable settlement of the reparations question, hoping that the Commission will actively prepare the measures entrusted to it under the report in order that the plan may promptly be put into execution with a common agreement of the Allied Governments.—*Reuter.*

when the hostel is most in demand. A Canton student who came to Hongkong for a month's study of music and English, three Hongkong students, school girls, whose parents were afraid to allow them to travel to their homes in Formosa, four other school girls from Canton for a short time, and two Europeans stranded for a night during a typhoon, make up the list of our summer guests. Camp beds in the sitting room had very often to be called into use.

Camp.—We joined with the Canton Association again last summer in holding a summer camp in Macao, in a house with large garden loaned us for the purpose. The situation for a camp was not ideal but bandits and typhoons and mosquitoes make the finding of an ideal spot very difficult. The house was open for three weeks and there were altogether 31 campers, the majority from Hongkong. After two years' experiment we feel that there is a need for a satisfactory permanent site for a camp and we hope that it may be found some time in the near future.

Girls' Work.—We have reason to be encouraged over the club work for younger girls. The Pioneer Club at the Association has passed its second birthday and has a membership of over twenty. Following a six weeks' course of training for leaders last spring, Junior Pioneer clubs were organized in the following churches, Basel Mission, St. Stephens, St. Paul's and Kung Lei Oei. These clubs now have a total membership of 71, and while still rather young we feel it is the beginning of a training of women leaders for the churches later on.

Finance.—As will be readily understood the membership fees, class and hostel receipts are not sufficient to meet the running expenses of the Association, which include the salaries of Chinese secretaries, wages, rent, general upkeep, and incidental expenses. At the beginning of the year a successful effort was made to raise the required budget difference, the amount required being \$5,204.

ENGINEERS AND
SHIPBUILDERS.ANNUAL MEETING OF
INSTITUTE.

The thirty-third annual general meeting of the Institute of Engineers and Shipbuilders took place last evening, Mr. S. Baker, President, occupying the Chair. There was a large attendance.

The Chairman made very brief reference to the report, his speech dealing chiefly with the accounts, including bad debts. The Chairman commented on the satisfactory membership, which showed an increase of 115 over that of the previous year, and mentioned with regret the losses sustained by the Institute through the deaths of Mr. T. W. Robertson, a past President of the Institute, Mr. J. Lennox, Mr. J. Parkes and Mr. Budge.

After the adoption of the report and statement of accounts, the following officers were appointed for the current year:

President, Mr. W. Russell; Vice, Messrs J. Tully and B. L. Frost; Secretary, Mr. W. Brown; Treasurer, Mr. A. Leach; Librarian, Mr. W. J. Stokes.

General Committee: Messrs R. V. Cameron, H. M. McTavish, J. Ormiston, J. E. Hansen, E. Cook, J. G. Harman, S. Baker, B. L. Frost, T. S. Morrison, J. Hunter, P. T. Farrell and L. J. Blackburn.

It was decided to appropriate £200 for charitable purposes this year.

The following are extracts from the annual report: The Committee regret that during the year no technical papers have been read. This is not as it should be, as we have plenty of members who are capable of contributing their ideas on modern methods of ship-building, engineering and kindred subjects, and it is hoped that during the coming season various papers will be forthcoming on any subject of interest to the members.

The fiction library is becoming increasingly popular. During 1923, 9,000 volumes were issued to members compared with 6,152 in 1922 and 3,005 in 1921. The institution premises have been thoroughly renovated during the year.

During the past year great interest has been taken in billiards, and the Committee have given every encouragement to the playing members. Two of the three tables have been recovered and had new cushions fitted, and a proposal will come before the new Committee to procure a new table in place of the existing No. 3 table which, in the opinion of many members, has outlived its usefulness.

Billiards Prize-Winners.—At the end of the official business the Chairman presented the prizes won by the following gentlemen in the billiards competitions held at the Institute during the year.

President's competition for 1923: 1. A. Leach; 2. A. J. Pilgrim. Break: P. T. Farrell.

Thornycroft challenge cup: 1. R. Hunter; 2. J. C. Saunders. Break: P. T. Farrell.

Handicap competition: 1. A. Leach; 2. W. Brown. Break: J. McCormack.

Handicap competition: 1. L. J. Blackburn; 2. P. T. Farrell. Break: A. J. Pilgrim.

Handicap competition: 1. M. J. Henderson; 2. R. Hunter. Break: W. Brown.

The following competitions carried over from last year were completed. Handicap competition: 1. W. Gerrard; 2. W. Brown. Break: A. Leach.

Handicap competition: 1. A. Leach; 2. W. Gerrard. Break: W. Brown.

Handicap competition: 1. J. McCormack; 2. A. W. Muir. Break: W. Brown.

Tenders are being invited for improving the Shaikwan Road near eastern gate of Taikeo Dockyard.

BOW WINDOW HOME.—His bow window, built on the Gloucestershire side of the boundary at Bristol, is to provide a Parliamentary vote in the Thornbury division of the county for Mr. Percy Steadman, a local magistrate. In overruling an objection to the vote, that Mr. Steadman did not live in the window, the registration officer said that bow windows in country houses were sometimes spacious, and he knew of one in which there was a full-sized billiard table.

ANOTHER BIG ONE

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MARKETS STILL DULL.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states:

Cotton piece goods and fancy cotton goods.—Our market is unchanged, and very little business has been transacted in the interval. The demand is there, but no one wishes to operate at present prices.

Cotton yarn.—The high prices asked by importers have checked demand considerably and only a limited business has been transacted at improved rates. Quotations are:—No. 10s. \$220/-; 238. No. 12s. \$225/245. No. 16s. \$240/255. No. 20. \$230/250. Arrivals 300. Shipments nil. Sales 1,000 bales. Unsold stock 4,000 bales. Bargains 3,550 bales.

Woolens.—There has been a small enquiry for woolens generally for autumn shipments, but on account of higher prices prevailing at home, very few offers have found their way into the book. Clearances are at a standstill.

Raw Cottons.—No business in this commodity has been reported, and quotations are purely nominal. Indian description at \$40/58. Chinese staple \$42/60.

Metals.—Market dull. Very little doing.

Flour Market Report.—Stock about 1,700,000. Market quiet. Quotations: American Patent \$3.50 per sack; America Straight, \$2.65 per sack; American Cut off, \$2.70 per sack; Australian No. 1, \$2.80 per sack; Canadian Cut-off, \$2.50 per sack; Canadian Clear, \$2.45 per sack.

Sugar.—Market weak.

Saltetre.—Strong demands for No. 1 quality.

LAWN TENNIS.

HONDA REACHES FINAL.

There was a big crowd at the H. K. C. C. courts last evening when T. Honda met and defeated H. D. Rumjahn in the semi-final of the Open Championship Singles. The Japanese was the better all-round player, and he won by three sets to love and 20 games to 10. However, Rumjahn did some useful work at times and more than once had his man beaten. The standard of play was not very high, and the match was dull from the spectators' standpoint. There was far too much monotonous long driving. Neither player appeared willing to come to the net with any frequency, despite the fact that when either did so he generally won his point.

Over sixty games had to be played before S. A. Rumjahn and S. H. Ismail reached a decision as to who should meet Worthington in the semi-final of the Championship Singles. Eventually, Rumjahn won by three sets to one and 33 games to 29.

Yesterday's results were as under:

Open Singles Championship: T. Honda beat H. D. Rumjahn, 8-6, 6-0, 6-4; S. A. Rumjahn beat S. H. Ismail, 13-11, 8-6, 5-7, 7-5.

Handicap Singles (B): E. G. Lammert (+ 1/6) beat C. D. Armstrong (+ 1/6), 6-0, 6-1.

We are informed that the match in which Ng Sze-kwong and Choa were to meet the Ismails this afternoon has been postponed until Monday, on account of the rain. The game between Worthington and S. A. Rumjahn, fixed for Monday, has been postponed until Tuesday.

CONSIDER YOUR FEET.

One day a friend approached Mr. Mann of Hongkong and asked: "What do you do with your feet?"

"I walk on them," answered Mr. Mann, "when they're not resting on a brass rail."

Which, seemingly, was a perfectly logical answer. "Oh, like so many people, you don't use your head when you use your feet."

This perplexed Mr. Mann.

The moral of what the friend said is this: Lack of attention to the feet often causes irritability or headache at the close of the day. You can't be riding in a Ford or a ricksha all day.

The feet should be bathed at least once a day and, if one stands on them much, foot baths should be taken twice a day.

Don't soak them in hot water! Tepid water should be used and a rough towel is best to dry them. Use talcum powder afterwards.

A good foot massage before going to bed is recommended by many. First bathe them; then follow with a brisk rubbing.

TREAT YOUR FEET AS WELL AS THEY TREAT YOU.



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HONGKONG.

RIGHT IS MIGHT.

By the Rev. G. R. Lindsay, M.A.

The fact of the Resurrection of Jesus Christ is not questioned today in responsible circles. It is true that the manner of the rising is differently interpreted, but with that we are not now concerned, except to state our own view that the Resurrection was a resurrection of body and spirit, and was not merely spiritual.

But what is the significance of the fact? What is the meaning of the empty grave? It means, firstly, that Right is the strongest thing in the world, that holy grave was the symbol of the antagonism of truth and falsehood, sin and goodness. The righteous One, in whom no fault could be found, was crucified and buried, and the Jews are rejoicing in their victory, in that dreadful Good Friday, as if as if righteousness had been vanquished and wickedness triumphed; as if Right was right.

But the Resurrection changed everything. The complexion of things was entirely altered. Victory lay not with the plotting hosts and cruel Roman, but with Jesus Christ. Right was right after all. This is a truth which brings comfort in this tangled world of ours. There is no such in our experience to day,

make us believe otherwise. It is not always easy to understand with Browning that because "God's in His Heaven, all's right with the world," the honest man is doomed stupid and the conscientious man soft. The good suffer for the sinful. Evil seems to triumph and evil men to prosper. And then amidst all the perplexity of human life comes the message of the empty grave. The strength and victory of sin is only apparent; its rule is only temporary. Right is Right, Jesus shall reign. When inclined to be disheartened, let us go back to the empty grave.

But, the Resurrection means, further, that Jesus is the Lord. He is not merely another of the world's religious teachers. He is the Way, the Truth and the Life. No man can come to the Father but through Him. Jesus Christ is not just a leader to be followed, but the Lord to be worshipped, and this the Resurrection proved with power.

This was the meaning of the empty grave that gave birth to the Christian Church. On this fact of the living Master she builds, and in the same living hope every member is bidden to live day by day.



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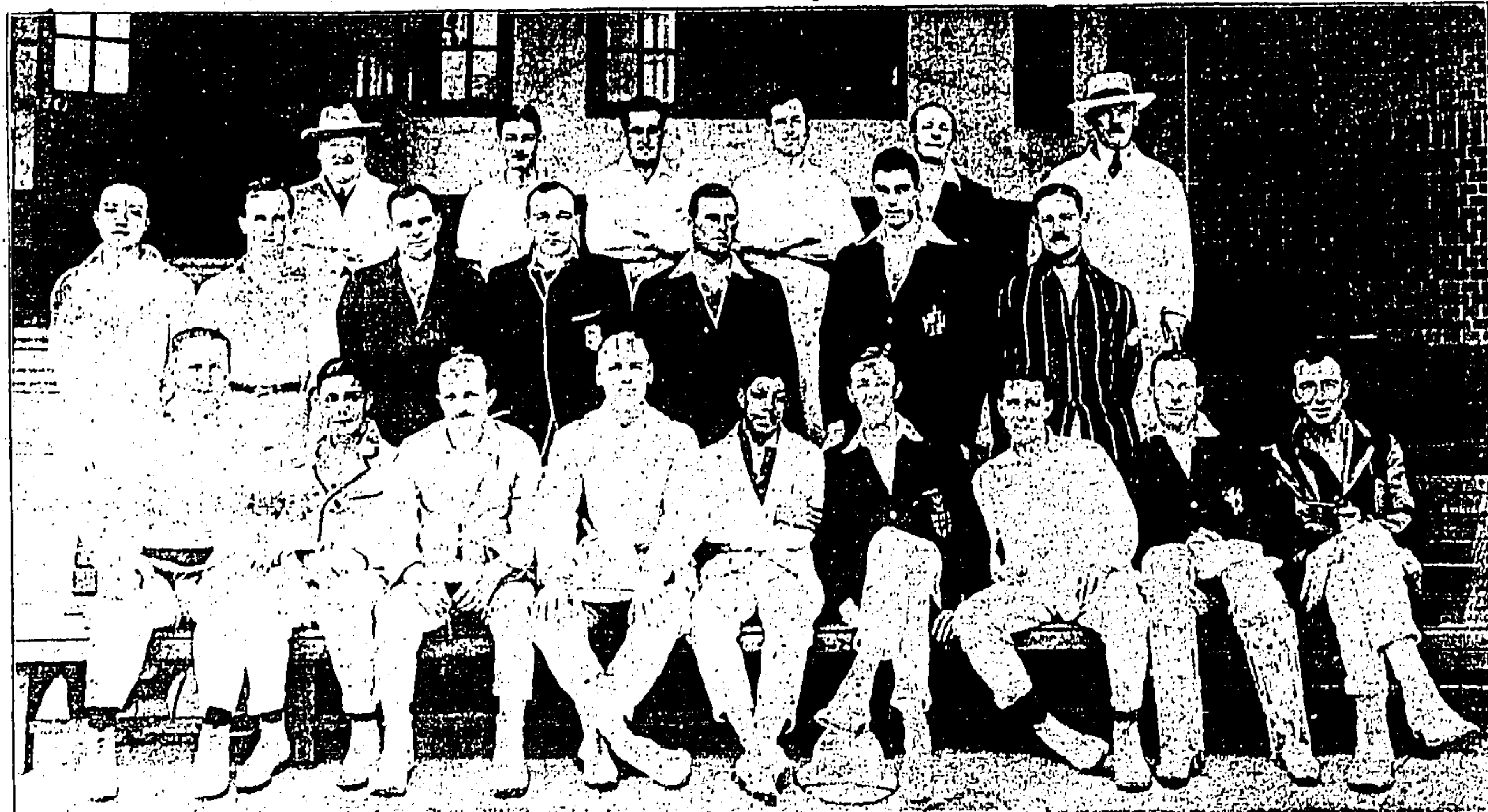
94a, Wanchai Road



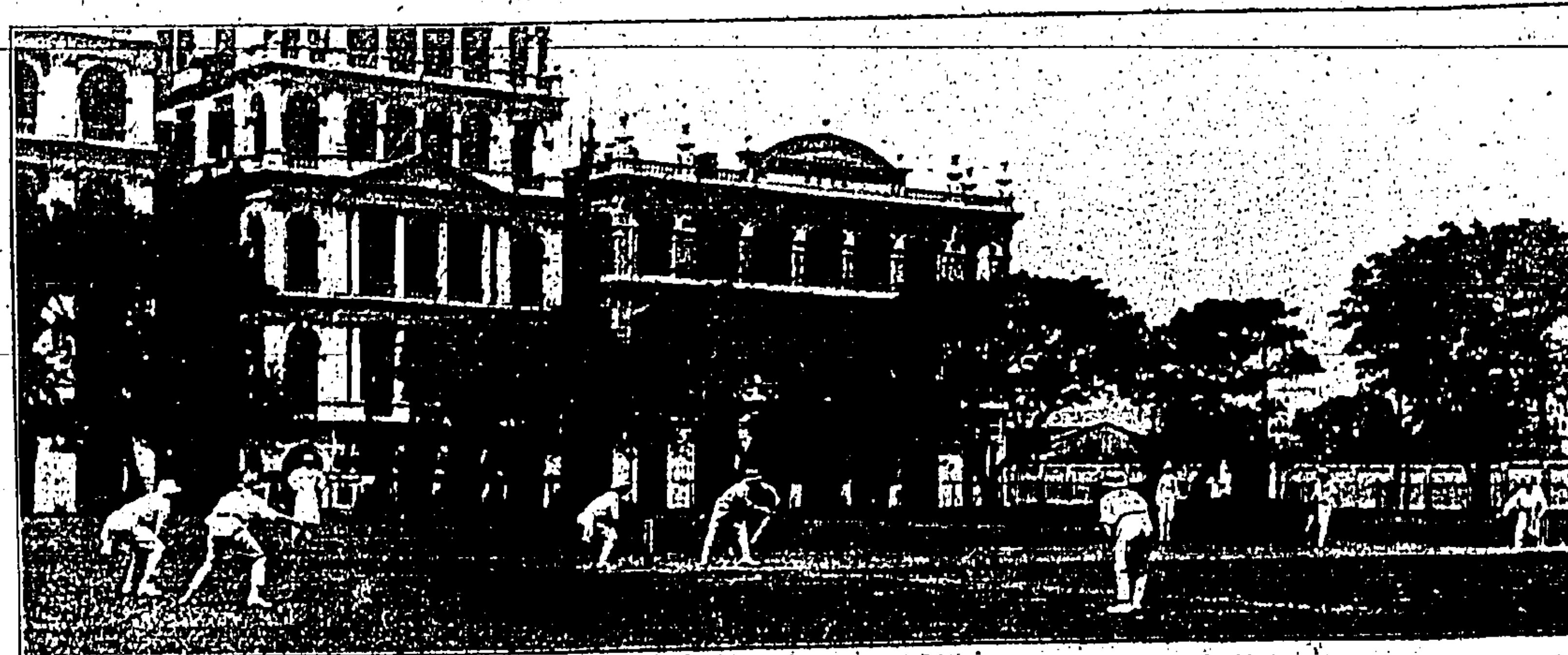
"The Rest" football team which drew with South China on Monday.



Winners of the Trovesa Cup. Fourth Mate Mantjes, who commanded the boat, is seen sitting in the boat, whilst standing (left) is Capt. G. J. Gordes, of the Tipanas and (right) Mr. J. L. Koorman, of the Hongkong office of the J.C.J.L.



The H.K.C.C. and "Rest" cricket teams which met on Monday.



A snapshot of the cricket match between the H.K.C.C. and "The Rest."



John Dillon, who won the boys' amateur bantamweight championship at the V.R.C.

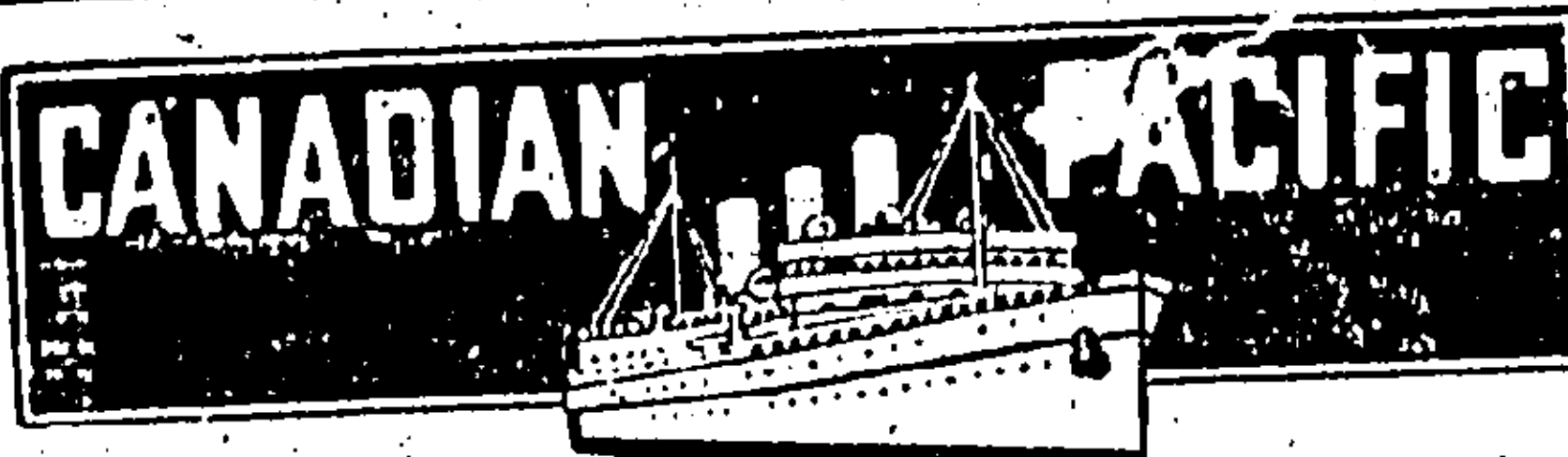


Group taken at the wedding of Captain A. J. Holland and Miss Alice Green.



A "Swat that fly" campaign is being conducted by the Council of Health Education among the Chinese in Shanghai. Like lessons in safety first, graphic illustrations have had to be provided. This picture shows a lesson being given to an interested crowd.

(All above photos are by the Ming Yuen Studio.)



HOME VIA CANADA

HONGKONG TO ENGLAND			
From	Due	From	Due
Hongkong	May 10	Canada	June 11
May 15	May 18	May 25	May 28
May 20	May 23	May 30	June 2
May 25	May 28	June 5	June 8

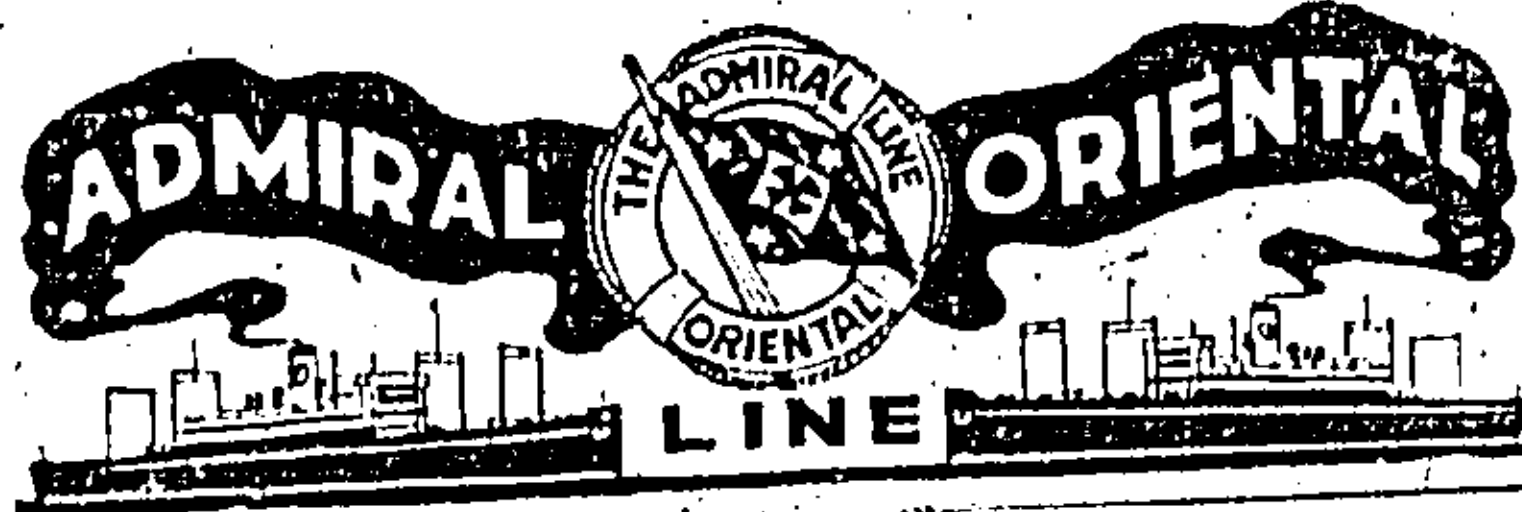
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Hongkong	May 10	Manila	May 10
May 15	May 18	May 25	May 28
May 20	May 23	May 30	June 2
May 25	May 28	June 5	June 8



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S.S. "HOLSTEIN"	about 30th May.
S.S. "SAARBRUECKEN"	20th June.
S.S. "SCHLESSEN"	23rd July.
S.S. "AACHEN"	20th Aug.
S.S. "COBLENZ"	12th Sep.

HOMEWARD BOUND

S.S. "COBLENZ"	2nd May.
S.S. "PFALZ"	about 4th July.
S.S. "HOLSTEIN"	about 16th July.
S.S. "SAARBRUECKEN"	about 26th July.
S.S. "SCHLESSEN"	7th Sept.

Steamers and dates, liable to be altered or cancelled without notice.

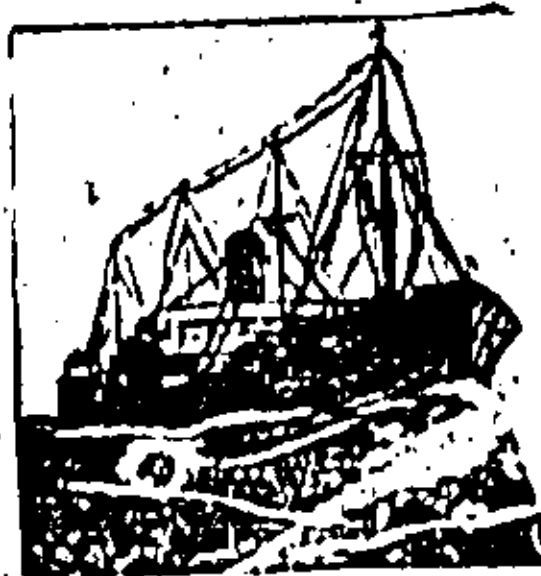
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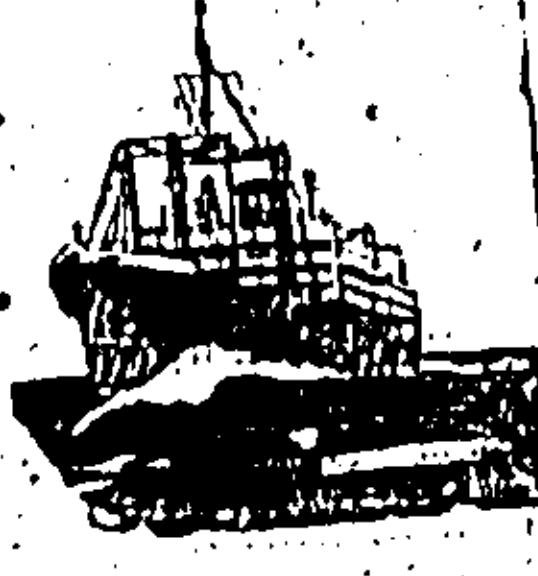
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HONGKONG & CANTON. HOI-SAN, MASSEY & CO. LTD. CANTON.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

(Direct)

"EUMABUS"	5th May London, Rotterdam & Hamburg
"HELENUS"	12th May London, Rotterdam & Antwerp
"PATROCLUS"	19th May Marseilles, London & Rotterdam
"AUTOLYCUS"	26th May London, Rotterdam & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"TEUCER"	1st May. M'les, Havre, Liverpool & Glasgow
"RHESUS"	20th May. Genua, Liverpool & Glasgow
"CALCHAS"	1st June. M'les, Havre, Liverpool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)

"TYNDAREUS"	6th May Victoria, Seattle & Vancouver
"PROTESILAUS"	23rd May Victoria, Seattle & Vancouver

NEW YORK SERVICE

(via Suez or Panama)

"KEEMUN"	1st May via Suez & Boston
"OANFA"	21st May via Suez & Boston
"DROMED"	11th June via Suez & Boston

PASSENGER SERVICE

"MENTOR"	15th May. for Shanghai
"PATROCLUS"	19th May. for Singapore, Marseilles & London
"MENTOR"	16th June for Singapore & London
"ANCHISES"	14th July for Singapore, Marseilles & London
"TEIRESIAS"	11th Aug. for Singapore & London

For Freight and Passage Rates and all information Apply to—
BUTTERFIELD & SWIRE
AGENTS.

SERVICE TO NEW YORK.

NEW YORK and or BOSTON
via PANAMA.

For freight, space and particulars apply to

BARBER STEAMSHIP LINE, INC.
ADMIRAL ORIENTAL LINE.

AGENTS

4, Des Vaux Rd. C. H.K. & Shanghai Bank Bldg. Ground Floor.
Telephone Central 2477 & 2478.

STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE

For San Francisco & Los Angeles from Hongkong by Direct Route.
U.S.S.B. "West Sequana" ... Due Hongkong 25th Apr.

U.S.S.B. "West Chapaka" ... Leaves Hongkong 28th Apr.

U.S.S.B. "West Chapaka" ... Due Hongkong 22nd May

U.S.S.B. "West Chapaka" ... Leaves Hongkong 24th May

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO

WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH

BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS

To San Francisco Direct.

U.S.S.B. "Las Vegas" ... Due Hongkong 1st May.

U.S.S.B. "Las Vegas" ... Leaves Hongkong 5th May.

For Manila, Cebu & Zamboanga.

U.S.S.B. "West Carmona" ... Due Hongkong 18th May.

U.S.S.B. "West Carmona" ... Leaves Hongkong 20th May.

For Batavia, Semarang & Sourabaya.

U.S.S.B. "West Farallon" ... Due Hongkong

U.S.S.B. "West Farallon" ... Leaves Hongkong

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

For Full Information apply to

STRUTHERS & BARRY.

L. EVERETT, 1st Floor Queen's Building.

General Agent for Japan-China-Philippines. Phone Central No. 3008.

Indo-China-Straits & Java. G.P. BRADFORD, Res. Agent.

CONSIGNEES.

NOTICE TO CONSIGNEES
SERVICES CONTRACTUELS
DES MESSAGERIES
MARITIMES.

S.S. "PAUL LECAT"

Consignees of Cargo from Marseilles, &c. also cargo or via "Commissaire Pierre Lecocq" from Havre, Cognac &c.

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasures and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd. Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 28th April 1924, at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st May 1924, or they will not be recognized.

All damaged packages will be examined on Monday, the 28th, instant at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER,

Acting Agent

Hongkong, 21st April, 1924.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS.
LIMITED.

From ANTWERP, LONDON
AND STRAITS.

The Steamship

"BENALDER"

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 28th inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 5th May, or they will not be recognized.

All broken, chafed and damaged goods are to be left in the godowns where they will be examined on the 28th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON AND

CO., LTD.

Agents.

Hongkong, 21st April, 1924.

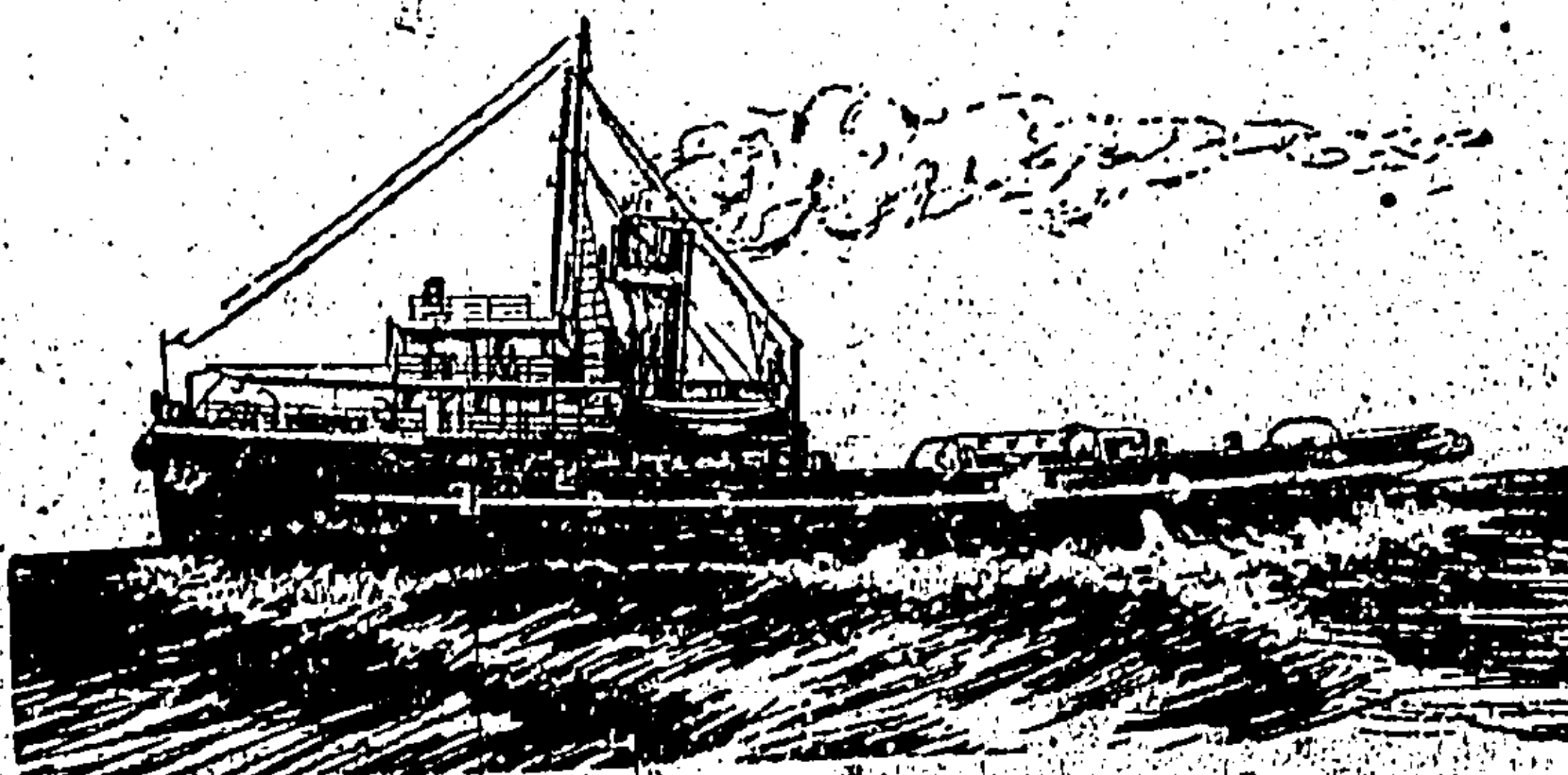
THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Code used: A1, A.B.C. Fifth Edition, Engineering, First and Second Edition.

Wentworth Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and
Brass Founders, Forge Masters, Electricians.



Steel Twin Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong or the Iron Works, 1921. Length 165' B.P. Breadth 34' (m) Depth 17' (m) T.E.P. 2000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless search light and all modern appliances for Salvage Work.

For address enquiries to the Chief Manager

R.M. DYER, B.Sc. M.I.N.A., KOWLOON DOCK, HONGKONG.

Shipping to Europe, Australia, and other Ports.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND) TO Straits, Java, and Burma, Ceylon India, Persian Gulf, West Indies, Mauritius, East & South Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Europe, etc. PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tonnage	From Hong-kong (about)	Destination
SUDAN	6,696	29 Apr. noon	S'pore, Pang, C'ho & H'bay
KALYAN	9,118	3 May noon	M'los, London & Antwerp
MIZAPOR	6,715	14th May	S'pore, Colombo & Bombay
PLASSY	7,426	17th May	M'los, London & Antwerp
KASHMIR	8,963	24th May	M'los, London & Antwerp
SICILIA	6,813	25th May	S'pore, Pang, C'ho & H'bay
NAGPORE	5,283	26th May	Singapore, Colombo, Bombay
KHIVA	9,097	31st May	M'los, London & Antwerp
KASHGAR	8,840	14th June	M'los, London & Antwerp
SUDAN	6,696	23rd June	S'pore, Pang, C'ho & H'bay
MOREA	10,911	28th June	M'los, London & Antwerp
KARNALA	9,098	12th July	M'los, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

S.S.	Tonnage	From Hong-kong (about)	Destination
WARINA	6,052	26 Apr. noon	Bangkok
JAPAN	6,956	27 Apr. 1 p.m.	S'pore, Penang & Calcutta
TAKADA	6,949	2nd May	S'pore, Penang & Calcutta
TORILLA	5,205	13th June	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tonnage	From Hong-kong (about)	Destination
ST. ALBANS	4,500	10 Apr. 4 p.m.	Manila, S'kan, Thursday Is.
EASTERN	4,000	28th May	Townsville, B'hano, Sydney
ARAFURA	6,000	2nd July	Melbourne.

For further particulars apply to: NIPPON YUSEN KAISHA, Ltd. Agents. Tel. Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.

SAILINGS TO SHANGHAI & JAPAN.

S.S.	Tonnage	From Hong-kong (about)	Destination
NAGPORE	5,283	1st May	Shanghai & Kobe
KHIVA	9,097	3rd May	Shanghai, Moji & Kobe
EASTERN	4,000	3rd May	Moji & Kobe
TAKADA	6,949	5th May	Moji & Kobe
ICILIA	6,813	14th May	Shanghai

All dates are approximate and subject to alteration without notice.

Wireless on all steamers.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co.'s Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to MACKINNON, MACKENZIE & Co., Agents.

12, Des Vaux Road, Central.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
GLENAMOV	7th May	GLENGARRY	7th June
GLENNAP	19th May		London, Rotterdam & H'burg
CARNARTHENSHIRE	30th May		

Movements are subject to change without notice.

For freight or further particulars please apply to:

JARDINE MATHESON & CO., LTD. THE GLEN LINE, LTD.

AGENTS

Telephone Central No. 215, sub-ex. 23 and 3695.

ASUTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for M'la, S'kan, Thurs. Is. & A'ian Ports
TAIYUAN	26th Apr.	1st May

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire, (JOHN SWIRE & SON, LTD.) Agents.

Telephone Central No. 35.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

Through passage rates to Europe via America G. 1405, G. 5420, G. 5440.

SHIZUOKA MARU ... Wednesday, 14th May, at 11 a.m.

YOKOHAMA MARU ... Wednesday, 28th May at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

KAMO MARU ... Monday, 28th Apr. at 11 a.m.

KATORI MARU ... Wednesday, 7th May at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

LYONS MARU ... Tuesday, 20th May.

LIVERPOOL via MARSEILLES & VALENCIA.

TAJIMA MARU ... Tuesday, 13th May.

SYDNEY & MELBOURNE via Manila, &c.

AKI MARU ... Wednesday, 14th May at 11 a.m.

TANGO MARU ... Wednesday, 18th June at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

TOBA MARU ... Sunday, 4th May.

BUENOS AIRES via Singapore, Durban & Cape Town.

KANAGAWA MARU ... Thursday, 8th May.

(Calling Delagoa Bay & Port Elizabeth)

BOMBAY via Singapore & Colombo.

MALACCA MARU ... Monday, 28th Apr.

NAGATO MARU ... Saturday, 10th May.

CALCUTTA via Singapore, Penang & Rangoon.

RANGOON MARU ... Thursday, 1st May.

OSAKA MARU ... Tuesday, 6th May.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Thursday, 15th May.

SHANGHAI, KOBE & YOKOHAMA.

LIMA MARU ... Tuesday, 29th Apr.

DAKAR MARU ... Thursday, 1st May.

HAKONE MARU ... Tuesday, 6th May.

For further information apply to: NIPPON YUSEN KAISHA, Ltd. Agents.

Tel. Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "DACE CASTLE" Sailing on or about 6th May.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIORE).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "DUCHESSA D'AOSTA" Sails about 4th May.

S.S. "SILVIO PELLICO" Sails about 1st June.

S.S. "NIPPON" Sails about 3rd June.

S.S. "ROSANDRA" Sails about 3rd July.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "FIUME" Sails about 8th May.

S.S. "NUMIDIA" Sails about 11th May.

S.S. "ASSUA" Sails about 4th June.

S.S. "DUCHESSA D'AOSTA" Sails about 7th June.

S.S. "SILVIO PELLICO" Sails about 4th July.

S.S. "NIPPON" Sails about 8th July.

S.S. "ROSANDRA" Sails about 7th Aug.

Cargo only.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:

DODWELL & CO., LTD. Agents.

Telephone Central 1030.

ELLERMAN &

BUCKNALL

STEAMSHIP

COMPANY, LTD.

Projected Sailings from Hongkong Subject to alteration.

City of Christiania 28th Apr. M'los, London, R'dam & Hamburg

PASSENGER SERVICE.

City of Cairo M'los, London, R'dam & Hamburg

FARES TO LONDON.

Single 1st Class A £92. B £84. 2nd Class A £62. B £56.

Return 1st Class A £161. B £147. 2nd Class A £108. B £98.

Cargo Steamers Saloon Passage £62.

For further particulars apply to

HOLYOAK MASSEY & CO. LTD. THE BANK LINE, LTD.

CANTON.

Tel. Central 780.

COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamer.	Sailings.
MANILA via Amoy	Suisang	Sat. 26th Apr. at 11 a.m.
SANDAKAN	Mausang	Sat. 26th Apr. at 1 p.m.
SHANGHAI via Swatow Talsang	Sun.	27th Apr. at 7 a.m.
HAIPHONG via Hoihow Leesang	Sun.	27th Apr. at 10 a.m.
BANGKOK via Swatow Hopsang	Tues.	29th Apr. at 10 a.m.
STRAITS & Calcutta	Kutsang	Tues. 29th Apr. at 3 p.m.
ATUNG via S'tow, S'hai Wosang	Wed.	30th Apr. at 7 a.m.
TTAO via S'tow & S'hai Foshing	Wed.	30th Apr. at 7 a.m.
SHANGHAI via Swatow Walsing	Sun.	2nd May at 7 a.m.
KOBE via Moji	Namsang	Sat. 3rd May at 7 a.m.
MANILA	Vuansang	Sat. 3rd May at 11 a.m.
TIENTSIN	Cheongsing	Sat. 3rd May at 1 p.m.
STRAITS & Calcutta	Lalsang	Wed. 7th May at 7 a.m.
BANGKOK via Hoihow Chunsang	Fri.	16th May at 10 a.m.
KOBE via S'hai & Moji Fooksang	Tues.	20th May at 10 a.m.

Calcutta Line—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation and are fitted with Electric Light & Fans & carry a fully qualified surgeon. Shanghai Line—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

Manila Line—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday at 11 a.m.

Haiphong Line—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

Borneo Line—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

Tientsin Line—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Weihaiwei & Chefoo.

Bangkok Line—A weekly service is provided between Hongkong & Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Kutsang" will be despatched on or about Tuesday, 29th April at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:

JARDINE MATHESON & Co., Ltd.

Telephone Central No. 215.

General Managers.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,

(Occupying 9 to 10 days.)

Steamships. Captain. Leaving.

Haiphong ... Ellis W. Kor ... TUES. 29th Apr. at 1 p.m.

Haiphong ... W. S. Turnbull ... FRI. 2nd May at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN OVERSTRATEN

will be despatched on

SINGAPORE, PENANG & BELAWAN DELI DIRECT.

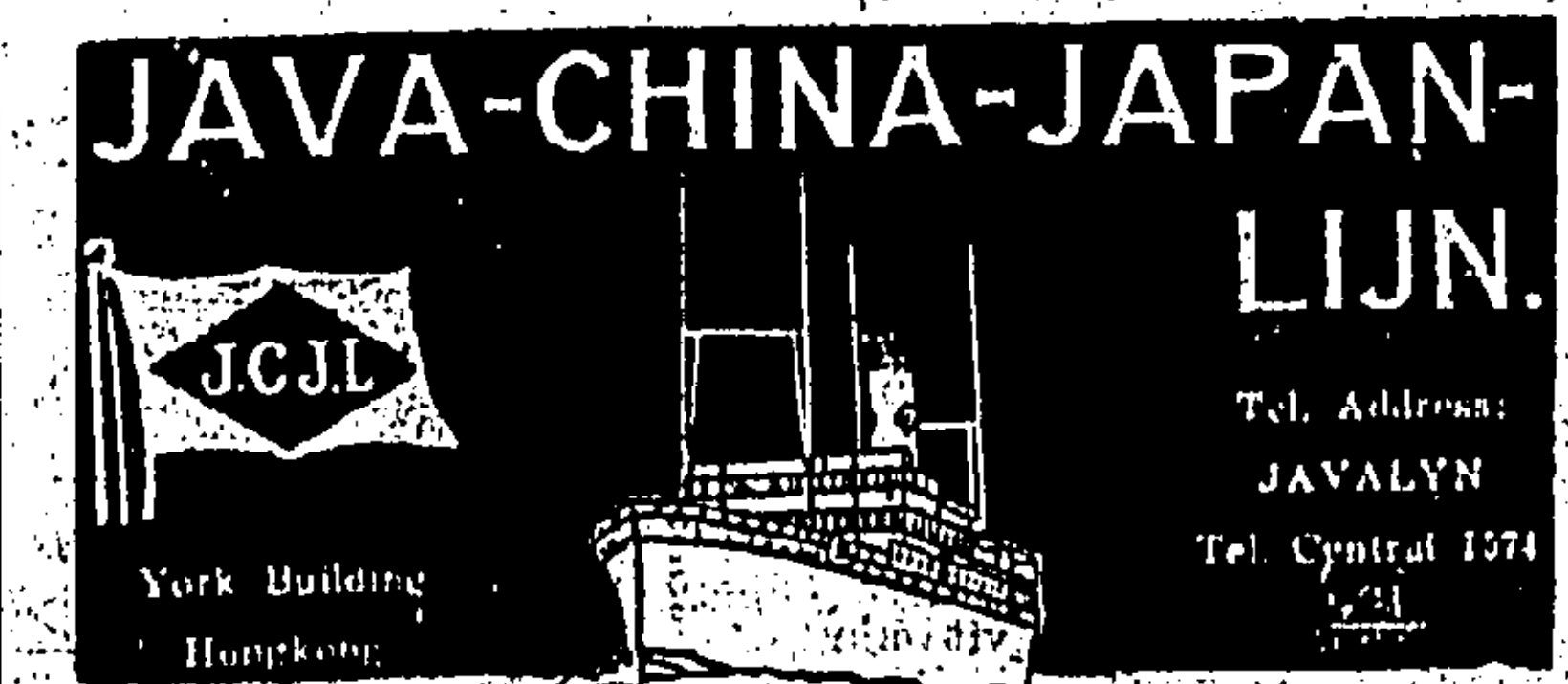
Offers excellent saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraph.

1st CLASS FARE TO SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents:—JAVA CHINA JAPAN LIJN,

Telephone Central No. 1574. York Building, Charter Road.



REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjiuwong	Shanghai	In port	26th Apr.	Batavia
Tjitaroom	1st port	26th Apr.	26th Apr.	Japan
Tjikembang	Java	3rd May	6th May	Shanghai
Tjileboet	Japan	8th May	10th May	M'har & S'hai
Tjimanock	Shanghai	8th May	10th May	Batavia
Tjibodas	Java	9th May	11th May	Shanghai
Tjikini	Java	22nd May	24th May	Japan

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon passengers. All steamers carry a fully qualified surgeon. Cargo taken at through rates to all ports in the Netherlands East Indies and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

CONSIGNEES.



The Steamship

"PRES. GRANT"

having arrived from Seattle, via ports on 23rd April 1924. Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on 29th April, 1924 by the Company's Surveyors Messrs. Anderson and Ashe.

All claims must be presented within thirty days of the steamer's arrival here after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after 30th April 1924, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

United States Shipping Board, Emergency Fleet Corporation, Agents.

ADMIRAL ORIENTAL LINE, 4, Des Vaux Road, Hongkong, 23rd April, 1924.

The Steamship

"PRESIDENT JEFFERSON"

having arrived from Manila, P.I. on April 20th. Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on April 26th, by the Company's Surveyors, Messrs. Anderson and Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after April 27th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

United States Shipping Board, Emergency Fleet Corporation, Agents.

HOTELS.

THE HONGKONG
HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL.
Telegraphic Address: "KREMLIN, HONGKONG."
AND
SHANGHAI
ASTOR HOUSE HOTEL; PALACE HOTEL;
GRAND HOTEL KALEE; MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."
HOTELS,
LIMITED.

In association with the Grand Hotel
Des Wagons Lits, Ltd., Peking.

KOWLOON HOTEL.

THE PREMIER HOTEL IN KOWLOON.

First Class Billiard Room & Saloon Bar.
Electric Lift and Telephone to each Floor.
Tels. K.608 and K.609. Cable address: KOWLOTEL, Hongkong.
Under the Personal Supervision and Management of
FRANK L. COOKE, Proprietor.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. Central 373. Telegraphic Address "VICTORIA"
J. WITCHELL, Manager.

THE EUROPE HOTEL.

SINGAPORE.
DANCING AFTER DINNER.
EVERY MONDAY, WEDNESDAY and SATURDAY,
TEA DANCES
TUESDAYS and THURSDAYS.
The Hotel Orchestra under the Direction of
Mr. F. R. Martens.

Telephones in every room.
Telegraphic Address: "EUROPE, SINGAPORE"
Telephone No. 2740 (9 lines).
THE EUROPE HOTEL LTD.
ARTHUR E. ODELL, Manager.

HONGKONG HARDWARE CO.

"TAI LEE CHAN."

ESTD. 1884

METAL GOODS and HARDWARE.

Tel. No. C.1993. 119 Jervois Street.

BATHING CAPS THAT LAST

We have received a shipment of the latest and best
production in Bathing Caps—and are offering same
at very moderate prices.

THE COLONIAL DISPENSARY

14, Queen's Road, Central.
Tel. Central No. 1877. Tpl. Central No. 1877.

**BOVO-LACTIN**

The Key of Life

A PERFECT INVALID FOOD

These preparations are now being largely prescribed.
They contain all the essentials of a diet ideal in acute
conditions generally and in post-operative states.

BECAUSE

They are easily digested and assimilated even
in the most asthenic states.
They possess a high protein and vitamin
content.
They are most agreeable to the palate.
They evolve an easily assimilable food for
those conditions in which it is necessary to
ensure nourishment without bulky residuum.

INVALID BOVO-LACTIN (in powder form)

May be taken as a powder or it may be mixed
with equal quantity of Brandy, sherry or Port.
It may be given in Milk.

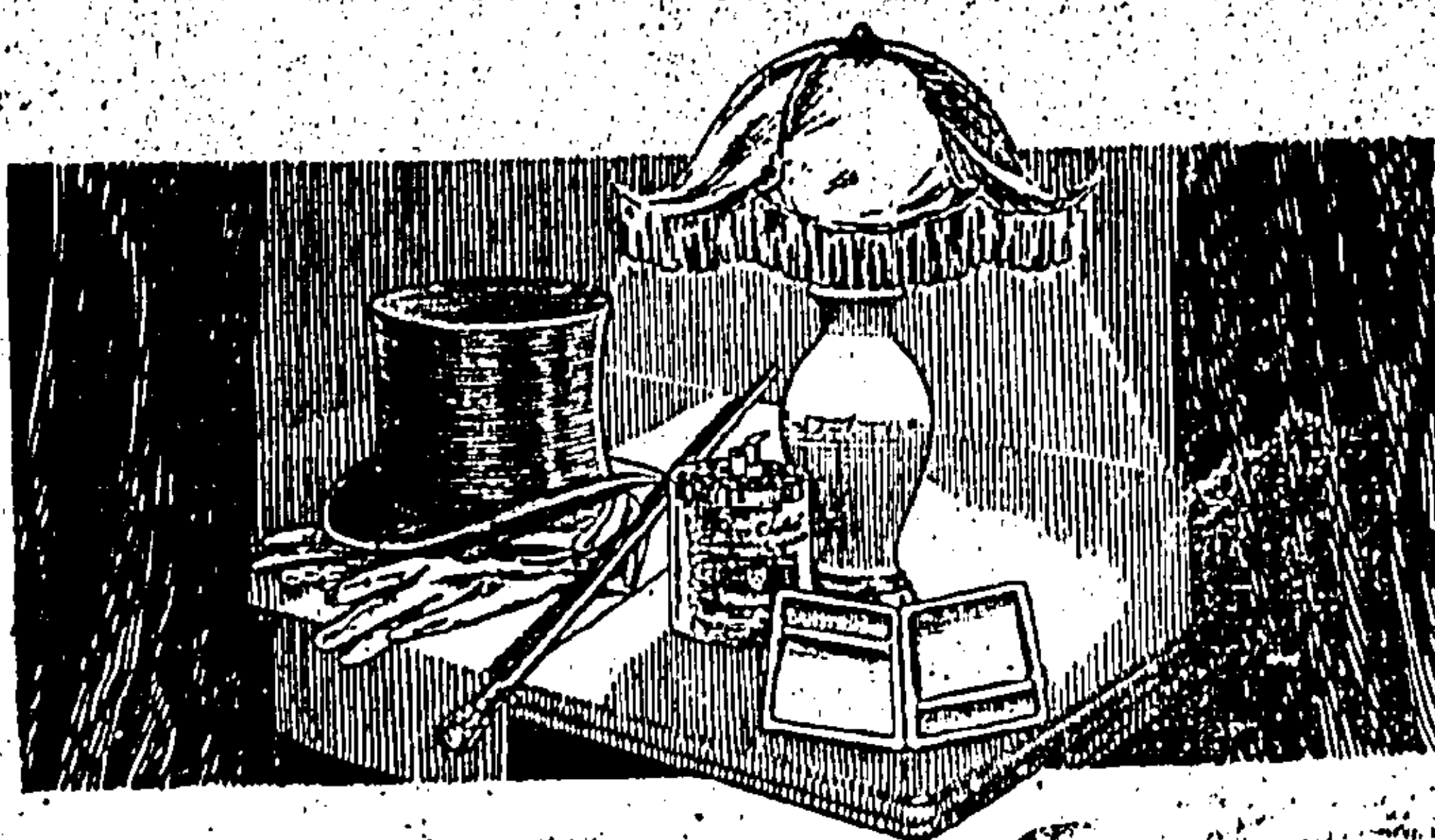
BOVO-LACTIN ESSENCE

For convalescents, growing children, athletes
in training etc.

BOVO-LACTIN CHOCOLATE

A perfect food beverage of high biological
value.

Supplied by:
Messrs. A. S. Watson & Co., Ltd., Queen's Dispensary,
Colonial Dispensary, The Pharmacy The China
Dispensary, The Kowloon Dispensary.



Fill it with "Three Castles"

Since the days
when cigarettes
were first thought of
"Three Castles" have
been popular at all
functions where only
the highest quality
cigarettes were
appropriate:—their
excellence never
varies.

Magnum and Regular
sizes. Sold in packets
of 10 and tin of 50,
obtainable from all
the leading tobacconists.

They maintain
their Reputation

**Three Castles**
Magnum Cigarettes**Tea logic**

Packing good tea in a
vacuum tin so that no moist-
laden tropical air remains
with it to cause deterioration,
is the logical thing to do.

So is buying it in pre-
ference to ordinary unreliable
tea. See that you get Brooke
Bond, the good tea in the
tin that keeps it good.

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P.O. Box 187, Calcutta.
Hong Kong Agent, Alex
Russ & Co., Hong Kong.

**CHURCH NOTICES.**

A Charge of one Dollar is made
for Notices under this heading.

First Church of Christ, Scientist,
Macdonnell Road, below Bowen
Road Tram Station. Sunday,
11.15 a.m. Wednesday, 5.30 p.m.
Reading Room open Tuesday
and Friday mornings 10 to 12.

EXCHANGE.

(Opening-Rate closing Rate on Page 1.)
S.M. LING.

1/T.	2/4	30 d/s. San Francisco and New	62 1/2
Demand	2/4 5/16	York	Nom
30 d/s.		4 m/s. Mare	9 00
4 m/s.		6 m/s.	8 20
1/T. Shanghai	2/4 1/2	Demand, Germany	5 1 1/2
1/T. Singapore	10 1	Demand, New York	5 1 1/2
1/T. Japan	Nom	1/T. Bombay	167
1/T. India	10 1	1/T. Calcutta	167
Demand India	10 1	Demand, Calcutta	167
1/T. San Francisco and New		On Yokohama	Nom
York	5 1/2	Demand, Manila	10 1
1/T. Java	140	Demand, Singapore	140
1/T. Marks	Nom	On Haiphong	Nom
1/T. France	5 20	On Saigon	Nom
Demand, Paris		On Bangkok	8 2 1/2

BUYING.

4 m/s. L/O.	2/5 1/2	Gold leaf per Tael	42 20
6 m/s. D/P.	2/5 1/2	Bar Silver	33 1/2
6 m/s. L/O.	2/5 1/2	Bank of England rates	3 1/2
30 d/s. Sydney and Melbourne	2/5 1/2	New York/London	4 3/4

SUBSIDIARY COINS.

Hongkong 50 cent pieces	2 1/2	per
10	1 1/2	2.1/2% dis
5	1 1/2	2.5% dis
Canton sub. coins	1 1/2	2.2% dis
Gold leaf	42 20	
Hong ong, April 26 1924.		

POST OFFICE NOTICES.**INWARD MAILS.**

From	Per	Date
Australia & Manila	Taiyuan	26th April
Europe via Negapatam (Letters)	Argon M.	26th
Papua London (24th March)	Pres Cleveland	26th
U.S.A., Japan & Shanghai	Thosous	26th
Rues & Straits	Liangchow	27th
Shanghai	Kimo M.	27th
Japan	Shantung	27th
Shanghai	Andre Lebon	27th
Saigon	Pres. Polk	28th
U.S.A., Japan & Shanghai	St. Albans	28th
Japan	Empress of Asia	28th
Canada, U.S.A., Japan & Shanghai	Nagpore	30th
Straits	Eastern	30th
Australia & Manila	Pres Grant	2nd May
U.S.A., Canada, Japan & Shanghai	Pres. Madison	2nd
Straits	Hakono M.	5th

OUTWARD MAILS.

For	Per	Date
Haitow & Haiphong	Loucong	Sun, 27 inst. 8.30 a.m.
Shanghai	Kashing	Sun, 27 inst. 9 a.m.
Manila	Pres. Cleveland	Sun, 27 inst. 9 a.m.
Shanghai	Nazling	Sun, 27 inst. 9 a.m.
"Straits & Calcutta"	Japan	Sun, 27 inst. 9 a.m.
Bombay, Amoy & Formosa	Amakusa M.	Sun, 27 inst. 9 a.m.
Bombay & Wuchow	Kwok Ning	Sun, 27 inst. 10 a.m.
Japan	Oshibon M.	Mon, 28 inst. 3.30 p.m.
Swatow	Hydrangea	Tues, 29 inst. 8.30 a.m.
Swatow & Bangkok	Hopong	Tues, 29 inst. 10.30 a.m.
Manila	Pres. Polk	Tues, 29 inst. 10.30 a.m.
Shanghai & Japan	Andre Lebon	Tues, 29 inst. 10.30 a.m.
Straits, Ceylon, India Mauritius E. &	Soudan	Tues, 29 inst. 10.30 a.m.
Straits, Amoy & Fochow	Haitong	Tues, 29 inst. 1 p.m.
Straits & Calcutta	Estang	Fri, 29 inst. 5 p.m.
Swatow	Wusang	Parcels 20th noon
Manila, Sandakan, Australia & New	St. Albans	Wed, 30 inst. 1.45 p.m.
Zealand via Thursday Is.	Registration	1.45 p.m.

Manila, "Straits & parcels only for
Germany via Hamburg" Coblenz | 3rd Thurs, 1 inst. 8 p.m. || Swatow, Amoy & Hongkong | Haitong | 3rd Thurs, 1 inst. 8 p.m. |
| Swatow | Wusang | 3rd Thurs, 1 inst. 8 p.m. |

ENTERTAINMENTS.

ANOTHER BIG PROGRAMME

FOR
THE CORONET

TODAY (WEDNESDAY)

JAMES OLIVER CURWOOD'S

NOMADS OF THE NORTH

BUSTER KEATON

THE SCARECROW

Usual Prices

THE STAR

INSTANTANEOUS SUCCESS

of

MURA AND KOKA SHIPOFF

the World's Great Juvenile Dancers.

Picture programme
includes

TODAY at 5.30 & 9.15

A MESSAGE FROM MARS

TOMORROW at 6 & 9.15

ENID BENNETT

in

"HAIRPINS."**WORLD THEATRE**

WEDNESDAY, 22nd. to SATURDAY, 26th.
at 5.15 p.m. & 9.15 p.m.

LOIS WEBER'S

TREMENDOUS PRODUCTION

**"A CHAPTER
IN HER LIFE"**

It is a big, clean, wholesome picture that the
whole family can and should see

INTERPRETED BY A POWERFUL CAST

featuring

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JANE MERGER.

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MILK
means
health



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Fresh
Milk
STERILIZED

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